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SIXPENCE.

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THE SEA-PLANE ACTUALLY IN USE IN TIME OF WAR: A GREEK FLYING-MACHINE TOWED AT THE RATE OF TWENTY KNOTS AN HOUR BY A TORPEDO-BOAT.

As we have had occasion to remark before, one of the drawbacks of the sea-plane as it is at present is that, although it may be flown from a war-ship, it cannot alight on the vessel's deck: it must come down on the water and be hoisted aboard. Doubtless this will be remedied in the near future, and it is understood that the Admiralty is devoting much attention to the problem of the construction of a type of fighting-ship upon which sea-planes can "land" at sea. The perfect form of float,

further, has not yet been found: witness the mishap to the Sopwith machine flown in the "Daily Mail's" Round-Britain contest. The photograph shows a Greek torpedo-boat towing the sea-plane of Lieutenant Montoussis after that airman had alighted on the water after scouting over the Turkish coast-line. The machine was vol-planed on to the sea; a boat was lowered from the torpedo-boat, and a tow-line was fixed to the sea-plane; then the torpedo-boat steamed off at twenty knots an hour.

PHOTOGRAPH BY S. VLASTO.

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FISHING WITH CORMORANTS IN THE FAR EAST.

(See Illustrations.)

JUST as hawks and falcons were formerly used in Europe, not only for sporting purposes, but to replenish their masters' larders with furred and feathered game, so do the Chinese and Japanese still employ trained cormorants, but in their case they are used solely for economic purposes. This may at first appear to be a somewhat primitive method of obtaining fish, yet it seems to be a very serviceable one, and has at least the merit of being exceedingly picturesque. The antiquity of this form of fishing is incontrovertible, and is conclusively proved by the existence of very early Japanese paintings, which, if we allow for a somewhat crude and Oriental treatment, otherwise faithfully depict the sport as it is practised down to the present day. We have also documentary evidence to show that these birds were similarly utilised in China as far back as the sixteenth century. In many parts of the latter country cormorants are used on still-water lagoons or sluggish rivers, where they are allowed to swim free; but in Yunnan and Japan, where they are fished in swift-running streams, the birds are invariably harnessed.

I have not had the opportunity of seeing them handled by the Chinese, but a few years ago, when on a visit to Japan, I made a point of going to Gifu to study the methods adopted by the Japanese on the river Nagara. Here the season lasts from May to October, during which time the river is visited by a small migratory fish, locally called *ai*. This fish belongs to the *Salmonidae* family, and is known to ichthyologists as *Plecoglossus altivelis* T. and S. In size, it hardly ever exceeds a foot in length, and is more often only six or seven inches long. The Japanese epicures praise it very highly as a table delicacy, though it must be admitted that the uneducated Occidental palate usually fails to detect its culinary merits; in fact, when I tasted it, I thought it compared rather unfavourably with the smelt, a fish it superficially resembles. The market value of the *ai* appears to be comparatively high, so that even if the season be a short one, the cormorant-fishers are enabled to reap a sufficiently rich harvest, which more than compensates them for their many months of enforced idleness. But even in midsummer, there are many nights when the meteorological conditions preclude all possibility of fishing. A heavy downpour of rain—and how frequent this is in a Japanese June!—speedily fills the river with a turbid flood that renders fishing wholly impracticable. Nor can the birds do any good on bright moonlight nights, for then, in the beautifully clear waters of this mountain stream, the fish can see their enemies approaching, and, moreover, they are not attracted by the glare of the great, flaring braziers which are placed, in the form of an iron basket, on the bows of each of the vessels.

On the Nagara the mode of fishing is for some six or seven boats to work in company. These drift slowly down stream for eighteen or twenty miles in the form of an open line that usually extends right across the river. As a rule, each boat possesses about fifteen or sixteen cormorants. These are controlled by means of reins attached to a small collar round the bird's neck, which serves the additional purpose of preventing all but the tiniest fish being swallowed outright. The man standing in the bows, and therefore deriving full benefit from the light of the brazier, has some twelve birds in his charge, while the less experienced man posted amidships usually controls four or five only. The dexterity of these fellows is really one of the most remarkable features of the whole proceeding. It seemed inexplicable how one man could manipulate so many birds—swimming and diving as they were in all directions—without their reins becoming hopelessly entangled. Yet, by sorting them with a lightning hand-over-hand movement, these leads were always kept clear, and never once did I see a man in real difficulties. When a cormorant has completely filled its gullet, it naturally takes no further interest in the proceedings, and will then swim idly upon the surface. When this is observed, the unfortunate creature is promptly hauled in board, and by a gentle but firm pressure of the hand it is forced ignominiously to disgorge its booty, whereupon it is thrown back to recommence its thankless task. In this way a single bird will account for a large number of fish during the night, and as the flock numbers upwards of a hundred individuals, the total catch is sometimes considerable. In the morning, when all is over, the cormorants are allowed to rest on the gunwale of the boat, each bird, known by name, having its allotted perch, which it defends with angry croaks and pecks should a neighbour dare to dispute its right. The birds are absolutely fearless of their masters, and can be freely handled.

There could hardly be a more interesting experience than to follow a flotilla of cormorant-boats at work on a still midsummer night. Even the Japanese themselves appreciate the picturesqueness of the proceedings, and every evening numerous boatloads of spectators may be seen on the river awaiting their arrival at Gifu. The fishing appears to be at its best in August, during which month the late Mikado used frequently to visit the scene.

The great braziers—huge, crackling baskets of flame—cast a strange and lurid glare over the surroundings. In their dazzling light the brightly illuminated figures of the fishermen seem to stand out with almost unnatural sharpness against the velvety blackness of the night, while the men's harsh cries of encouragement, the loud clatter of their oars, and the showers of hissing sparks falling upon the water all add to the weirdness of the scene.

Cormorants are apparently not very difficult to train, and have been used in Europe for sporting purposes far more often than is generally supposed. Early in the seventeenth century James I. was enamoured with the sport, and appointed someone "Master of Cormorants," while he even went so far as to have ponds cut in a meadow-land near Westminster for the reception of various kinds of fish which were to be afterwards captured by his tame birds. Of recent years the well-known falconer Captain Salvin proved highly successful with his cormorants, and I believe there are still some French sportsmen who keep these birds for their own entertainment.

COLLINGWOOD INGRAM.

THE PLAYHOUSES.

"THE BIG GAME" AT THE NEW THEATRE.

THE title of Mr. Sydney Wentworth Carroll's play is somewhat misleading, for its action turns not on big game of the forest, or on the big game of politics, but on the polygamist instincts of a hunter of big game who was allowed by the friend who shot him accidentally and married his widow to have a spurious reputation for virtue and honour. Here, indeed, we have a drama which could not have been invented did not the playwright require us, for the convenience of his story, to suppose that a man would keep silence to his own hurt and discomfort about facts which could, at the worst, only distress temporarily a dead person's family and rob this latter of an idolatry he never deserved. Because Edward Grimshaw was the unwitting cause of Mr. Ross's death, because he did not wish to disillusionise the woman he had consoled, because he was unwilling that the dead man's son should have his faith in his father destroyed, we are to believe that he would let the lad grow up suspecting his step-parent of murder, and so being much more unhappy than he could possibly have been had he heard early the simple truth. The play stands in need of no other criticism than is contained in a mere summary of the scheme. Those who can accept its postulates of human nature will like this sort of play—save that its scenes are too long-drawn-out, that a straining of the arm of coincidence brings about a meeting between the boy and his mother's innocent rival, and that an absurd obstinacy in disbelief on the part of the mother is the excuse of an interview between the women. The piece has its strong moments, as when Julian, in a frenzy of disgust, smashes his father's picture; and it has also some pretty passages of comedy in which a clever child-actress has her share. Mr. J. D. Beveridge, as an amusing Irish doctor; Mr. Fred Kerr, as Ross's chivalrous friend and successor; and Miss Frances Ivor and Miss Ethel Dane, as the rival women—all work hard for their author; but the real acting chances go to the Julian, Mr. Dennis Neilson-Terry, whose outbursts of hysteria are often very telling.

PANAMA.

"PANAMA: Its Creation, Destruction, and Resurrection" (Constable), by Philippe Bunau-Varilla, is a book of a single idea. The interest of the Canal is twofold. It can be considered as a great engineering feat; indeed, the greatest. And it can be considered as an accomplished fact which is going to change world-history. Incidentally, its pictorial aspect has been presented in the magnificent lithographs of Mr. Joseph Pennell. M. Bunau-Varilla deals with the problems of the construction of the Canal; not merely the engineering problems, but also those of politics, finance, and, as a consequence, public opinion, in the various countries with interests involved. And in discussing them, he is animated with one idea: the Canal as a conception of French genius. Rightly so, for even had the event not justified him, the realisation of it has been his life's work and his life's ideal. M. Bunau-Varilla was only twenty years of age when, in 1880, his imagination was fired by the project, and from that day until now he has worked for it, through good report and through ill, in the face of the intrigues which made it a failure for the French, and in opposition to the favour with which American opinion viewed the rival Nicaragua scheme. His gifts were proved not only in the technical field, but in that of affairs as well. He was chief engineer for the first French company. After the moral and financial disasters which overwhelmed the enterprise in France, he was the head and front of the effort for its resuscitation there. Failing in that, he undertook a personal campaign in America in the seemingly hopeless endeavour to oust the Nicaragua scheme from the firm place in public approval in which it was established; and here it may be said that the chapters relating how he succeeded therein are the most absorbing in a book that, on the whole, is less entertaining than impressive. And, finally, before he saw his dream realised, there was the revolution against Colombian tyranny to be engineered, and work to be done as Minister Plenipotentiary of the Republic of Panama. As a detailed history of all the vicissitudes of the Panama Canal, M. Bunau-Varilla's book is of great and permanent value, but it ranks even higher as an illustration of the triumph of an idea through a loyal pride and indomitable will.

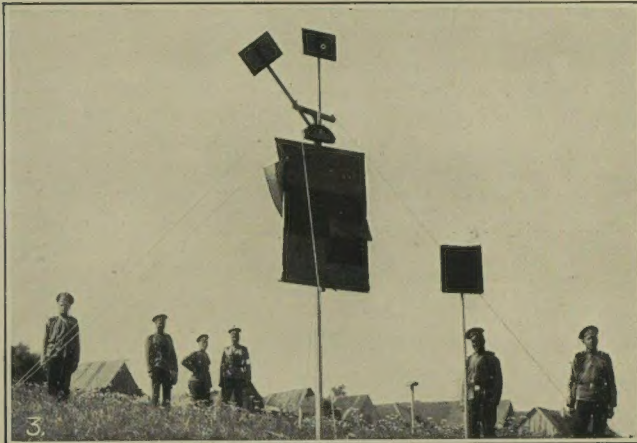
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Another Army which is Being Strengthened! The Russian Grand Manoeuvres.



1. SALUTING SOLDIERS STRETCHED ON THE GROUND DURING SHAM FIGHTING: THE EMPEROR OF RUSSIA AMONGST HIS TROOPS DURING THE RECENT MANOEUVRES.

3. AT THE RUSSIAN MANOEUVRES: A SIGNALLING DEVICE, BELONGING TO THE ARTILLERY.

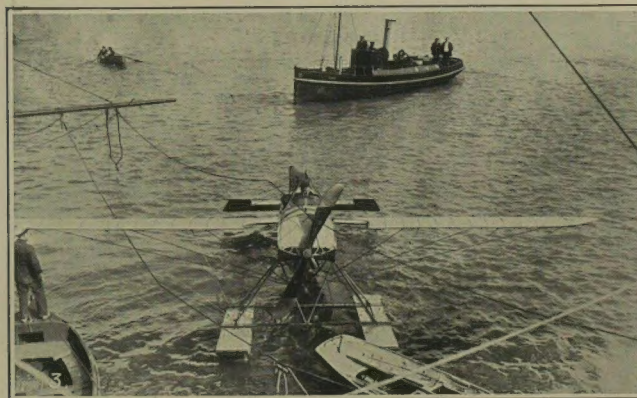
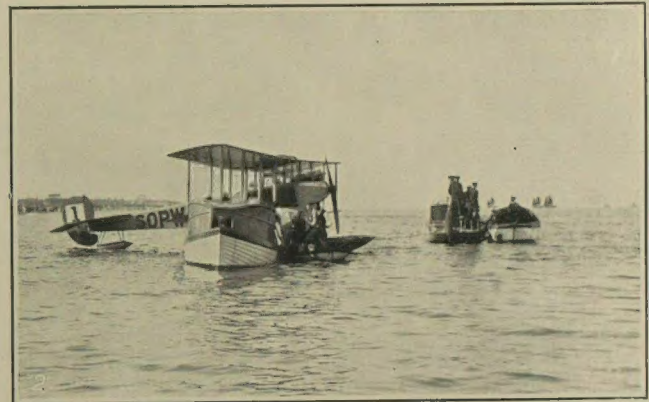
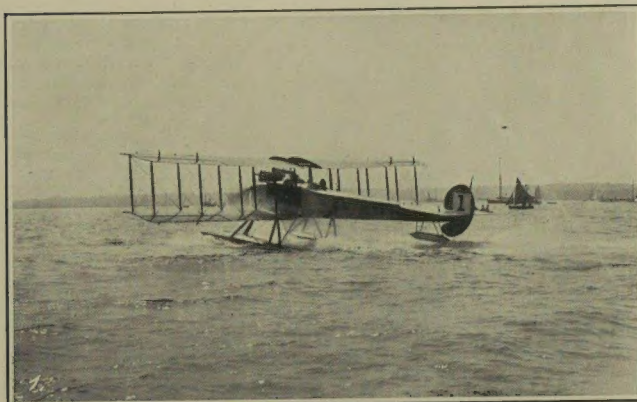
Recent stories of a partial mobilisation of the Russian Army have again brought that fine body into more than usual prominence in the newspapers—this after the discussion caused some months before by the announcement that Russia had decided to meet the new situation in the Near East and in Europe in general by

2. GUNS AND MEN OF AN IMPERIAL ARMY WHICH IS BEING STRENGTHENED IN VIEW OF THE NEW SITUATION IN EUROPE: AT THE RECENT RUSSIAN MANOEUVRES.

4. WITH OFFICERS IN HIGH COMMAND: THE EMPEROR OF RUSSIA AT THE GRAND MANOEUVRES.

strengthening and reorganising her forces and defences. There are seldom fewer than 1,400,000 men under arms in the Russian Empire. In time of war Russia could put in the field somewhere about four million men—including 684,000 men of the second reserve, all the fortress troops, and reservists necessary to fill the gaps made by war.

240 Miles in 240 Minutes; Then Misfortune: The "Mail's" Sea-Plane Race.



1. THE BEGINNING OF THE GREAT FLIGHT OF 240 MILES IN 240 MINUTES: MR. H. G. HAWKER, WITH MR. KAUPER AS PASSENGER, STARTING FROM SOUTHAMPTON WATER ON THE SOPWITH SEA-PLANE.

The "Daily Mail" Round-Britain contest for all-British sea-planes began with a great flight by Mr. H. G. Hawker, who flew on a Sopwith water-plane from Southampton Water to Yarmouth—240 miles—in 240 minutes. Then, most unfortunately, the strain proved too much for the pilot, and he was compelled to take a rest. Under these circumstances, the rules allowing a change of pilot, it was

2. THE END OF THE GREAT FLIGHT OF 240 MILES IN 240 MINUTES: MR. H. G. HAWKER ARRIVING AT YARMOUTH, WHERE, AFTER DECLARING HIMSELF WELL, HE COLLAPSED AND HAD TO REST.

4. AFTER MR. SYDNEY PICKLES, FLYING IN MR. HAWKER'S PLACE, HAD FOUND IT IMPOSSIBLE TO RISE FROM THE ROUGH SEA AT YARMOUTH: THE SOPWITH SEA-PLANE ASHORE AT GORLESTON.

arranged that Mr. Sydney Pickles should take Mr. Hawker's place. That well-known airman started from Yarmouth on the Monday morning, but the sea was too high for the machine. An ascent from the rough water was found to be impossible, and the enterprise was abandoned for the moment. The sea-plane, helpless in the waves, drifted landward, and was got ashore at Gorleston.—(Photographs by Miss. Evers and Topham.)



BY G. K. CHESTERTON.

THERE is only one difference that can even be alleged between the mystery of the old priests and the mystery of the modern scientists. The old priests took advantage of the simplicity of society. The new priests, it is said, take advantage of its complexity. The more primitive fables are accepted because there is nothing with which they can be compared. If I simply say to a child, "Mr. Higgs lives in Portland Place," the child will believe me. If I simply say to a barbarian, "Odin lives in Asgard," the barbarian will believe me. The child (lucky brute) knows nothing about Portland Place. The barbarian (enlightened Agnostic) knows nothing about Asgard. As far as the infantile intellect is concerned, we are the first to bring the good news that Mr. Higgs lives anywhere. As far as the child's knowledge of Portland Place is concerned, we were the first that ever burst into that silent sea. We are talking of some distant thing, that children and barbarians cannot be expected to understand.

But the cunning of the modern "thinkers" is deeper. They deal with things that people are expected to understand. They profit by the number of things we are supposed to know, but don't. They allude lightly to the book you ought to have read, to the man you ought to have met. They say, "Everyone knows Lockjaw's luminous argument"; and everyone reads it, and knows he doesn't. They say, "It is needless to refer to the case of Coodle"; and we feel it is indeed needless, since we did not even know that Coodle had a case. A child does not burst into tears of shame because he has never heard of Portland Place. But young politicians (in the earliest stages of their ambition) have been known to burst into tears, or something of the sort, rather than own that they have never dined there. A barbarian worshipping Odin was not personally ashamed that he was not one of the gods in Asgard. But a modern snob, worshipping aristocracy, really is ashamed that he is not one of the aristocrats. That is the very vital difference between submission to superstition and submission to snobbery. The believer only has to believe. He has only to receive a message from the other world and believe it. But the snob has to receive a message from this world. And he has not only to believe it, but to know it. And he has not only to know it, but to pretend that he knew it before.

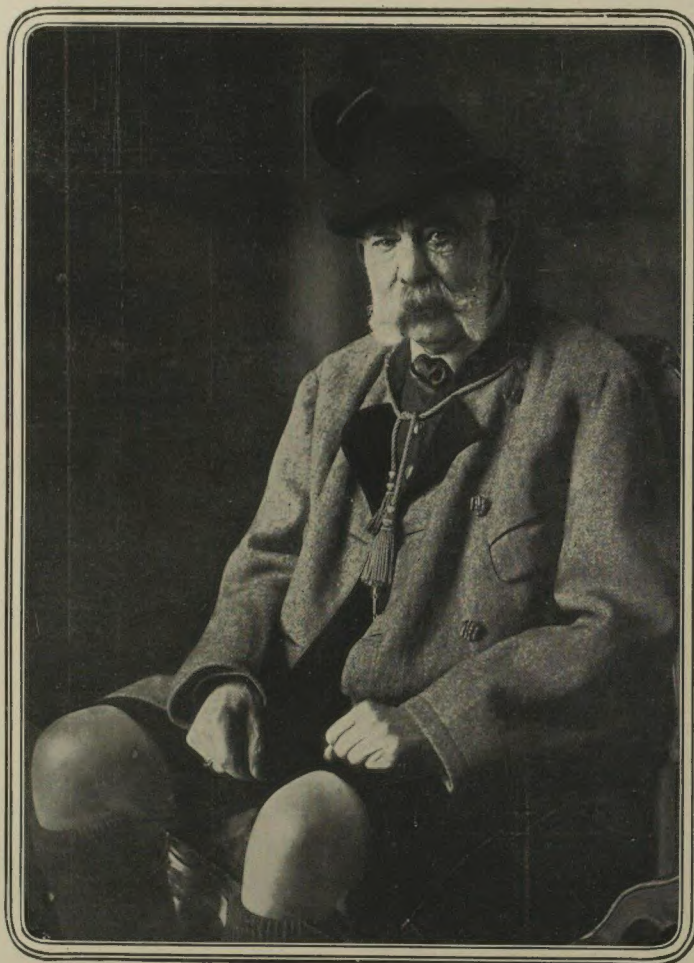
I find this fact so thickly strewn over all our politics and papers that it seems silly to take one example, yet I will take one. There has recently been a slight discussion in Parliament (very slight, because the subject is one involving thought) about whether the pride and self-respect of a poor family is hurt when money is paid to a wife over her husband's head. It is self-evident to anyone who has ever known any honest woman that she will hate to have her husband publicly treated as an imbecile or brute, even when he is one—still more when he is sober and industrious, like the vast majority of working men (a paradox). But the quite rational dispute was about whether a public payment, direct to the mother, did involve any such general contempt of the poorer male.

It was maintained by many sincere democrats that it did not. All that is common controversy, and is right enough. But this is the way I find it dealt with in a weekly paper, which I specially select because I admire it for its clearness and courage, as modern papers go:

"On this particular question the House of Commons had a very definite lead from the Congress on Infant Mortality, which passed a unanimous resolution in favour of making maternity benefit the property of the mother, both in practice and in law. This resolution was adopted after a Paper had been read by Dr. Chalmers, of Glasgow, whose experience of the working of the Act

has read a paper at a Congress he never attended. I have read the long reports of such Congresses on things like Infant Mortality; and I was horrified, not so much by the number of babies who died as by the number of babies who had evidently survived and grown up unaltered. But most people, after all, have heard of the British House of Commons. It lives on the legend of nobler days; it lives on the permanent promise that there always is in memory; but it lives. The kind of semi-scientific crush like the Congress on Infant Mortality is—well, it is like a great deal of infant mortality: it dies before it is born. It is really not in a historical spirit to talk of the Commons House of Parliament taking its orders from such an accidental and vanishing assembly. In a spirit of subdued patriotism I venture to observe that (when all is said) great hostile warriors, great foreign diplomats, great impartial social philosophers, have expressed their respect for our old Parliamentary system. Who in Europe has ever been known to express any respect for our mobs of philanthropists and medical men who jostle each other's pet theories in these modern attempts to "give a definite lead" to Parliament? What considerable man in Europe would be thrilled at the thought that the motion was passed after and not before "a paper had been read by Dr. Chalmers, of Glasgow?" I fear the offensive foreigner, taking a mean advantage of his immunity from our vengeance, might inquire, "Who is Dr. Chalmers, of Glasgow?" He bears a great name, and is, I do not doubt, an able and amiable gentleman. But, do you know, I very much fear that a large number of English people who read that paragraph reverently are in the same benighted state as the foreigner as regards who Dr. Chalmers is. But they have not the moral courage to say so, and so the "definite lead" is given in the usual way. It is finally settled that aged paupers shall be painted blue and not green, let us say, because Professor Tompkins is strongly in favour of blue. And no one in the mighty multitude dares to whisper, "Who is Tompkins?"

Now I propose henceforward to admit that I do not know who is Tompkins. And I should like to found a league called the L.T.N.A. A.T.D.N.K.W.I.T., or League of Those who are Not Ashamed to Admit that They Do Not Know Who Is Tompkins. It might lead to our really making the acquaintance of Tompkins, who may be a most charming fellow, and quite capable of convincing us with his reason and not merely terrifying us with his name. Also (and this is a point to which I attach a value that is now not fashionable) we might make the acquaintance of the aged paupers themselves, and find out if they wanted to be painted green or blue, or were even contemplating the reckless course of remaining as they are. But in any case I prefer the more barbaric society in which the medicine men presumed on the blank ignorance of the people. I prefer it to this society, in which they prevail through the intellectual vanity of the people—their shame of their ignorance, their wish to ignore their ignorance. The first was falsehood on one side. The second is hypocrisy on the other.



THE VENERABLE RULER WHOSE WISDOM HAS HELPED SO MUCH TO PRESERVE PEACE BETWEEN THE GREAT POWERS: THE EMPEROR FRANCIS JOSEPH OF AUSTRIA-HUNGARY, WHO HAS JUST KEPT HIS EIGHTY-THIRD BIRTHDAY.

Proposing the toast of the Emperor Francis Joseph at the banquet at Homburg in honour of his eighty-third birthday, the German Emperor referred to him as "my faithful ally and my paternal friend," and went on to say: "If the efforts to preserve the peace of Europe have met with success, we have to thank for that in no small degree the great wisdom of the Emperor Francis Joseph." Similar tributes were paid to his Majesty at the dinner given by the Austro-Hungarian Colony in London. The Chairman, Count C. Trauttmansdorff, said that: "The generation which thirty-five years ago witnessed the conclusion of the Berlin Treaty . . . was almost gone, yet their Emperor even then possessed an experience of thirty years, and was thus able to contribute materially towards the great work of peace. The same had been the case at the present time." The Emperor was born at Schönbrunn on August 18, 1830.

led him to the conclusion that abuse of benefit money was 'very common,' and that direct payment to the wife would have great effect in preventing it."

In my simple youth I supposed that it was for the people of England to give a definite lead to the Commons of England. And even now I do not see why the ordinary M.P., humble as he is, should be bound to obey because someone he never heard of

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



A NEW ROYAL RESIDENCE IN LONDON: NO. 54, MOUNT STREET, TAKEN BY PRINCE ARTHUR OF CONNAUGHT TO BE HIS HOME AFTER HIS MARRIAGE.

Prince Arthur of Connaught has taken No. 54, Mount Street, Park Lane, as his London home after his marriage with the Duchess of Fife on October 15. The house belongs to Lord Plymouth.—Dr. Walter Hines Page, the American Ambassador, unveiled on



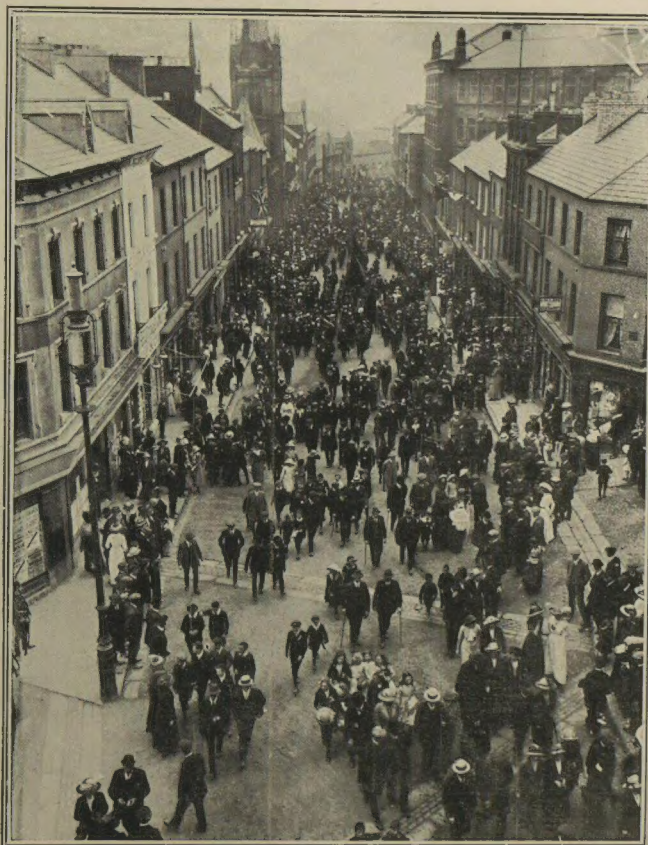
UNVEILED BY BURNING THE CORDS WITH A TORCH OF LIBERTY: THE MONUMENT TO THE PILGRIM FATHERS AT SOUTHAMPTON, INAUGURATED BY THE AMERICAN AMBASSADOR.

August 15 at Southampton the new Memorial to the Pilgrim Fathers. The cords holding in position the screen round the upper part of the pillar were severed by a burning "torch of liberty." The column stands on the Western Esplanade.



WITH THE NATIONALISTS IN LONDONDERRY: HANGING "SIR EDWARD CARSON."

The celebration of the "Relief of Derry" at Londonderry the other day did not pass off without disorder. Nationalist crowds attacked Loyalist processionists; stones and other missiles were thrown; and shots were fired. The disturbances continued for some days. A company of the 1st Cheshire Regiment, made up to war-strength, arrived at Londonderry to "assist the civil power"; on the Thursday evening a man named



WITH THE NATIONALISTS IN LONDONDERRY: A PROCESSION THROUGH THE STREETS.

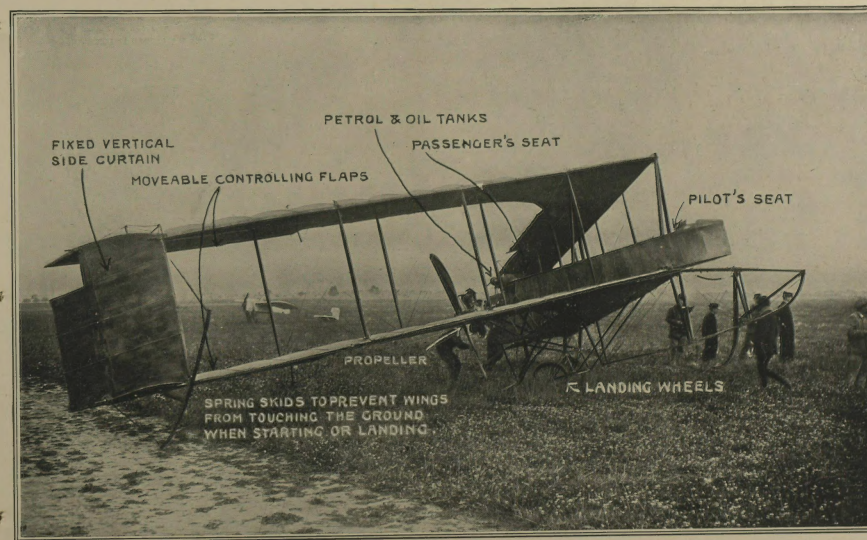
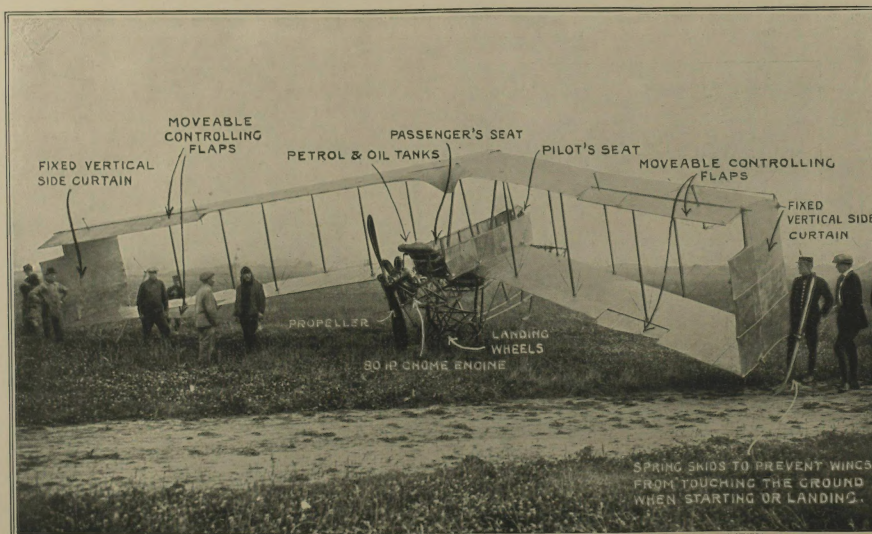
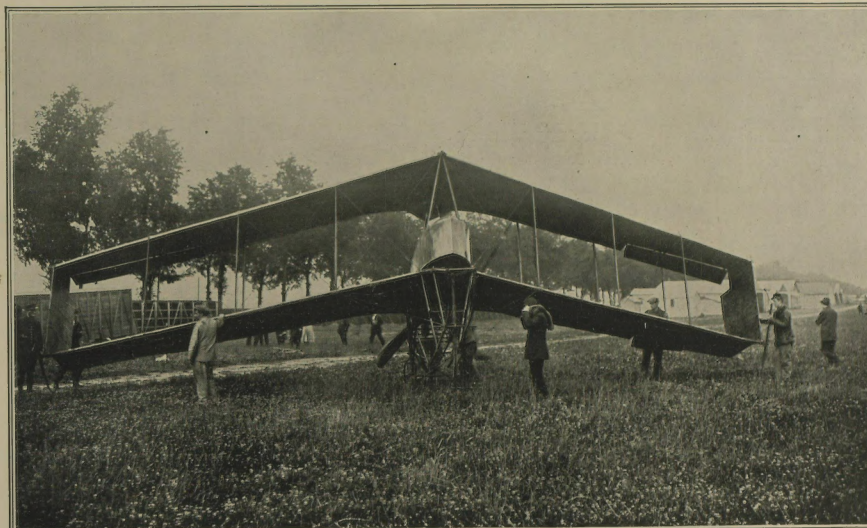
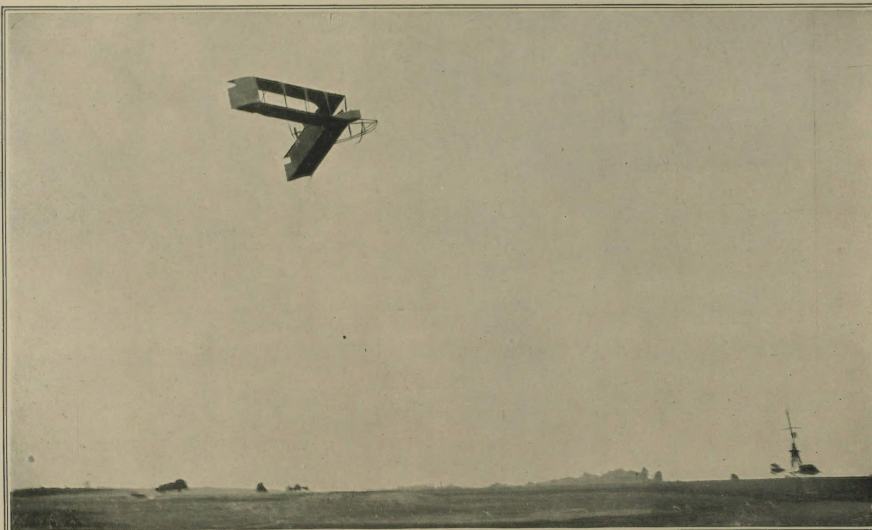
Francis Armstrong was fatally shot while looking out of a window of his house in Fountain Street; and other most unfortunate incidents have occurred. On the Saturday night there was a further disturbance in a quarter of the town known as the Old Hill, where volleys of stones and revolver-shots were exchanged between Unionists and Nationalists. The military were brought up and the disorder was soon quelled.

"SCRAPPED" WHEN THE WAR OFFICE BELIEVED THAT

PHOTOGRAPHS

HEAVIER-THAN-AIR MACHINES WOULD NEVER FLY.

BY ROL.

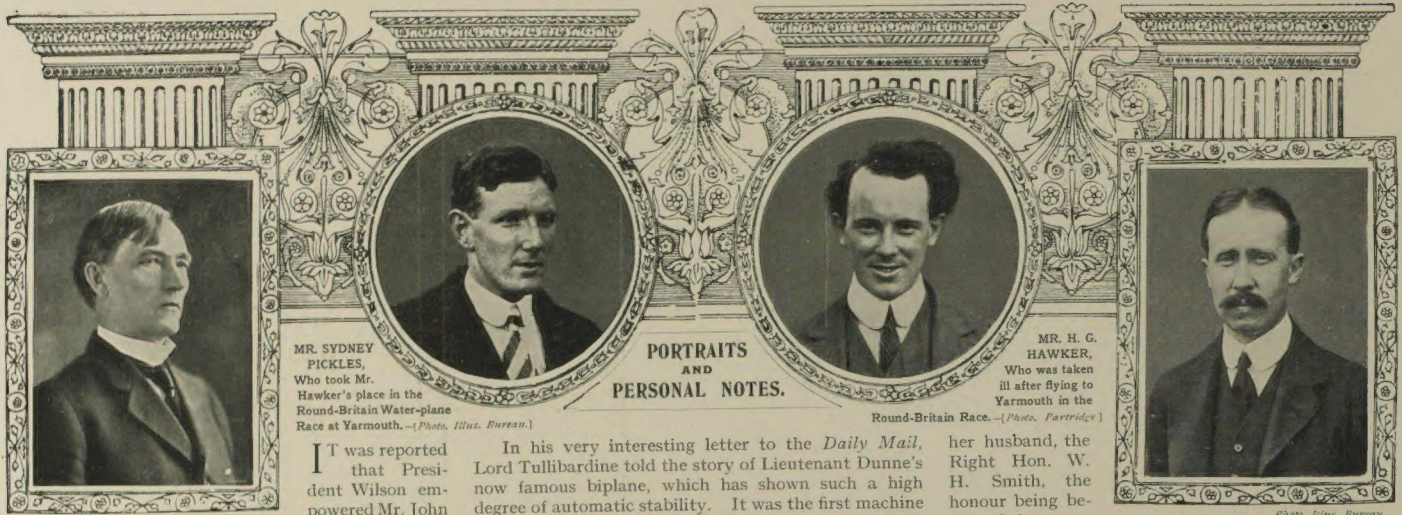


DESCRIBED AS BEING TO THE AVERAGE AEROPLANE WHAT THE LIFE-BOAT

The letter to the Press in which the Marquess of Tullibardine tells of the parsimonious attitude of the War Office to the Dunne aeroplane in the past, when (in 1907) the authorities were convinced that machines heavier than air would never fly, and of the changed attitude of that Department now, has again caused the keenest attention to be drawn to the automatic-stability flying-machine in question. That being so, we have deemed it good to give these illustrations, with the following note by an expert: "It is necessary not to be too enthusiastic about the Dunne biplane until it has been further developed. The inventor himself admits that in its present stage it is capable of considerable improvement; yet one can easily appreciate the fact that when his ideals have been realized a very great advance will have been made. In its present form the chief objection to the Dunne machine is that it is heavy and comparatively slow, but it undoubtedly fulfils the inventor's claims to automatic stability. Those claims are that the machine cannot be turned over

IS TO THE RACING-SKIFF: THE DUNNE AUTOMATIC-STABILITY AEROPLANE.

to a dangerous angle in the air, and that anyone with sufficient sense to drive a motor-car can drive it. It is necessary to realise that any well-designed modern aeroplane will right itself if blown over sideways by a gust provided it has room to fall and straighten out afterwards. The point about the Dunne is that the same gust that blows it up on one side itself blows it down on the other side as well; so that, instead of rocking wildly from side to side and dropping a considerable distance before it rights itself, the Dunne machine rolls gently and rises and falls almost on an even keel. Consequently, the pilot does not have to fly the machine; he merely directs it. The difference is very much that between a racing-skiff which has to be balanced by the occupant and a life-boat which balances itself. It is a mistake to say that the Dunne patents have been sold to France, and are, therefore, lost to this country. The French Astra Company have secured the rights to build Dunne machines in France, but the English rights still belong to Mr. Dunne.



MR. JOHN LIND,
Sent by the President of the United States
on a Special Mission to Mexico.

to offer three plans for the settlement of the political troubles in that country. General Huerta, it was stated on Aug. 19, refused to accept mediation, but Mr. Lind hoped to confer with him further.

Bad luck attended the start of the round-Britain water-plane race for the *Daily Mail's* prize of £5000.

Mr. H. G. Hawker made a fine flight from Southampton Water to Yarmouth, but collapsed after landing. Mr. Sydney Pickles took his place, but in the rough sea the machine became water-logged. It was expected a fresh start would be made later.

Mr. Richard Conyngham Corfield, who was killed while commanding the Somaliland Camel Corps in the recent engagement with Dervishes, served from 1901 to 1905 in South Africa, and subsequently in Somaliland and Northern Nigeria. Last year he returned to Somaliland to organise the Camel Corps, and his work was commended by the Colonial Secretary in Parliament. He was educated at Marlborough.

Lord Carbery lost no time in making his airman's certificate. He had only qualified as a pilot about a fortnight when, on Aug. 17, he flew from Paris to Hendon on a Morane-Saulnier monoplane. He was reported to the authorities, it is said, for flying over forbidden areas at Dover and Chatham without permission.

In his very interesting letter to the *Daily Mail*, Lord Tullibardine told the story of Lieutenant Dunne's now famous biplane, which has shown such a high degree of automatic stability. It was the first machine of purely British invention tried in this country, and has never had an accident. Lieutenant Dunne conducted his early experiments on Lord Tullibardine's estate at Blair Atholl.

August Bebel, the famous German Socialist leader, died recently in Switzerland. For over forty years he had exercised a great influence in Germany, and had sat in the Reichstag since 1871. He strongly opposed Bismarck's policy and the wars of 1866 and 1870, and he had many friends in France. During his career he spent fifty-six months in prison for political reasons.

her husband, the Right Hon. W. H. Smith, the honour being bestowed in recognition of his political services and philanthropic work. He had been First Lord of the Treasury and Leader of the House of Commons. His wife was formerly Miss Emily Danvers, and was married first, in 1854, to Mr. Benjamin Leach, who died a few months later. She married Mr. W. H. Smith in 1858, and the marriage has been described as an ideal union, for she shared in all his work and interests. After his death she continued to support the charitable schemes which he had had at heart, especially in helping King's College Hospital. Her title passed to her only surviving son, the Hon. W. F. D. Smith, who is a partner in Messrs. W. H. Smith and Son, and for nineteen years was Unionist M.P. for the Strand. He married, in 1894, Lady Esther Gore, daughter of the fifth Earl of Arran. Both the late Lady Hambleton and the present Peer and Peeress retained the regard of the royal family after Queen Victoria's death.

Sir Alfred Moloney, who died recently at Fiesole, retired from the office of Governor of Trinidad in 1904, after holding it for four years. He had before been Governor, successively, of Lagos, of British Honduras, and of the Windward Islands.

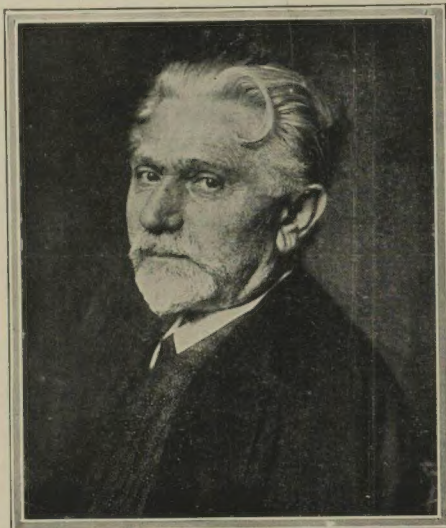
Sir Thomas Heath and Sir John Bradbury have been appointed Joint Permanent Secretaries to the Treasury in place of Sir Robert Chalmers, who has become Governor of Ceylon. Sir Thomas Heath became Assistant-Secretary to the Treasury in 1907.



THE LATE MR. R. C. CORFIELD,
The Commandant of the Somaliland Camel
Corps Killed in the recent Action.



LORD CARBERY,
The first Peer to Pilot an Aeroplane
Across the Channel.



THE LATE AUGUST BEBEL,
Founder and Leader of the German Social Democratic Party.

Much interest was aroused by the news of the engagement between Kaid Sir Harry Maclean and Miss Ella Prendergast. Her father, the late General Sir Harry Prendergast, won Burma for the Empire, and deposed King Theebaw. "Kaid" Maclean was for many years Commander-in-Chief to the Sultan of Morocco. His capture by the brigand Raisuli, his seven months' imprisonment, and eventual ransom for £20,000, are matters of modern history.

Viscountess Hambleton, who died recently at her home in Belgrave Square, was raised to the Peerage by Queen Victoria in 1891 shortly after the death of



THE LATE SIR ALFRED MOLONEY,
Formerly Governor of Trinidad
and Tobago.



SIR THOMAS HEATH, K.C.B., F.R.S.,
Appointed Joint Permanent Secretary
to the Treasury.



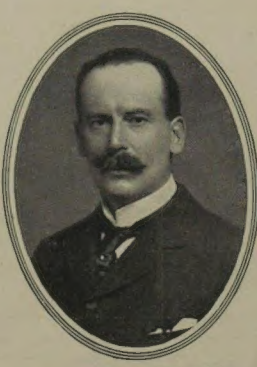
MISS ELLA PRENDERGAST,
Whose Engagement to Kaid Sir Harry
Maclean has been announced.



KAIID SIR HARRY MACLEAN,
Who is Engaged to Miss Ella
Prendergast.



THE LATE VISCONTESS HAMBLETON,
Widow of the late Right Hon. W. H. Smith,
M.P., Leader of the House of Commons.



VISCOUNT HAMBLETON,
Formerly the Hon. W. F. D. Smith, who
has Succeeded his Mother in the Peerage.



VISCOUNTESS HAMBLETON,
Wife of the new Peer, and formerly known
as Lady Esther Smith.

THE SANITY OF THE INSANE: WORK BY MAD ARTISTS. AT "BEDLAM"

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. A HEAD SUGGESTING A STUDY OF A JAPANESE: A DRAWING BY A MAD ARTIST.
2. ILLUSTRATING "THE PASSIONS—AGONY—RAVING MADNESS": A SKETCH BY A "BEDLAMITE."
3. MORE ECCENTRIC THAN VERY MANY OF THOSE SHOWN WITH IT: A LUNATIC'S DRAWING OF A HEAD—WITH AN EXAGGERATED NECK.

4. APPARENTLY INFLUENCED BY JAPANESE ART: A MADMAN'S SKETCH OF BIRDS AND TREES AND WATER.
5. THE CLASSIC AS IMAGINED BY A MADMAN: A CHARIOT-RACE IN OLD ROME.
6. THE MODERN SEEN BY A MADMAN: HOUNDS AND FOLLOWERS OF THE HOUNDS.
7. SHOWING THE HEAD OF THE FISH EMERGING FROM THE WATER: "CATCHING A FISH."

"The Exhibition of pictures and drawings by insane people lately held at the Bethlem Royal Hospital proved, at least, one thing," the "Times" points out—"namely, that a great deal of nonsense has been talked about the art of the insane and about the connection between art and insanity. There are, for instance, people who wish to believe that artists, whose work they dislike, are mad. For their purpose this exhibition proved either too much or too little. It contained one drawing at least that might

be called Cubist . . . but then it also contained many works executed in a sound Academy style. . . . One thing at least is clear from it—namely, that lunatics have no one style of art peculiar to themselves. They vary both in style and in merit, just like sane people. Some have accomplishment and some have none; and some know how to make use of their accomplishment, while others do not. Even where madness shows itself in their work . . . it sometimes seems to be a hindrance to them and sometimes a help."

APE-MAN OR MODERN MAN? THE TWO PILTDOWN SKULL RECONSTRUCTIONS.



DR. A. SMITH-WOODWARD'S RESTORATION: A PROFILE VIEW OF THE BRAIN OF THE PILTDOWN MAN.

THE CELEBRATED HEIDELBERG JAW, TO WHICH THE JAW OF THE PILTDOWN MAN IS RELATED.

PROFESSOR ARTHUR KEITH'S RESTORATION: A PROFILE VIEW OF THE BRAIN OF THE PILTDOWN MAN.

THE CASE FOR DR. A. SMITH-WOODWARD'S RECONSTRUCTION.

THE difficulties of those who essay the restoration of extinct animals and the pitfalls by which they may be entrapped have just been illustrated by the now famous skull of the Piltown fossil-man, whose discovery was announced in *The Illustrated London News* in December last. Dr. A. Smith-Woodward, of the British Museum, after a careful study of the fragments, ventured to build them up again and thereby enable us to form at least a tolerably accurate idea of what manner of man this most ancient of Britons was. The evidence of the cranium, or brain-case, allowed no room for doubt as to the human nature of the skull; but the lower jaw proved a stumbling-block, for it presented a most remarkable likeness to that of one of our simian ancestors. It resembled, and closely, that of a chimpanzee; yet the teeth were human.

How was such contradictory evidence to be reconciled? It has been contended that in attempting such a reconciliation a mistake was made; that, as a matter of fact, the brain-case is that of a man, while the jaw is that of an ape. But no one competent to express an opinion would accept this interpretation. The remains being parts of a whole, then, the problem was to restore them to their original shape.

A little reflection on the remote antiquity of these remains was sufficient to turn surprise back upon itself. On the Evolution theory of man's ancestry, the ape-like character of the jaw was a feature to be expected. The task of reconstruction, then, was simplified, its trend was determined. Here was no imaginary, but a real, missing link: and it remained but to determine the relationship of the fragments to one another and fill up the blanks.

Unfortunately, however, the workmen's pick detached just enough from what had been the roof of the skull to leave room for doubt as to the precise position of its middle line; and on this, of course, much depends, since the brain-cavity, and thereby the size of the brain it enclosed, is to this extent a debatable quantity. Nevertheless, the missing portion is so small as to make it evident that the brain could not have exceeded that of the lowest-known races of to-day, and probably did not attain to this.

This wretched pick-axe added yet another obstacle. It cut off the fore-part of the jaw, bearing the front cheek-teeth, the "eye" teeth, or canines, and the cutting-teeth. These had to be conjecturally restored, and it may well be that some modification of the original restoration will have to be made.

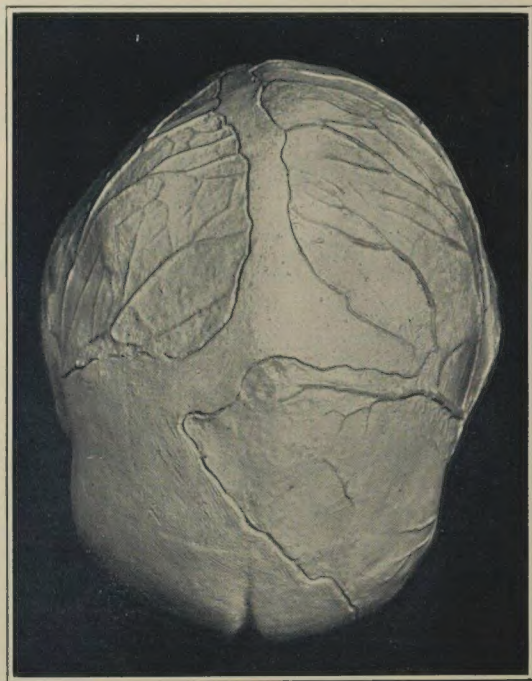
Professor Keith's method of approaching the problem differs absolutely from that of Dr. Smith-Woodward. According to the former's restoration, the Piltown man possessed a brain as large as that of the most intelligent among us to-day. And this one ventures to suggest is a conclusion which could only be arrived at by ignoring the most important rules which should apply in all attempts to restore the missing parts of extinct animals. One cannot ignore, as Dr. Keith seems to have done, the history of this skull; it is the skull of an extinct animal, with relationship to its lowlier forbears as well as to the human race to-day. It must have, and did, much more nearly resemble those forbears than man as we know him. Time will show that, whatever may be the shortcomings of this restoration of Dr. Woodward's, it is still not far from the truth. But Dr. Keith's criticism has borne good fruit. It has drawn attention to weak spots, and these are now to be made good, and in time, too, for the forthcoming meeting of the British Association in Birmingham.—W. P. PYCRAFT.

THE CASE FOR PROFESSOR ARTHUR KEITH'S RECONSTRUCTION.

SOME years ago I was taken to task by the celebrated French anthropologist, Professor Boule, for daring to give a provisional reconstruction of the skull of the Heidelberg Man, of whom only the lower jaw and teeth are known. Yet the reconstruction had a just basis. The lower teeth gave a definite indication of the upper teeth and palate, just as certainly as one blade of a pair of scissors gives a clue to the opposite blade. The part of the lower jaw which articulates with the skull indicated the position and nature of the parts with which it was hinged. Further, the characters of the teeth and the mandible plainly showed that the Heidelberg Man belonged to that remarkable extinct species of humanity—Neanderthal Man. It was justifiable, therefore, to reconstruct the chief missing parts according to the form which holds true for all the members of the Neanderthal race.

In such a case as that just cited the reconstruction is largely a matter of inference, and there is room for differences of opinion. In the case of the Piltown Man so large a part of the skull was recovered that the reconstruction of the

major part of the skull is not a matter of inference, but one of simple anatomical fact. The bones which form the brain-case of the Piltown skull are almost identical—except as regards their massive thickness—with the same bones in living man. They must have been joined together according to the laws which hold true not only of human, but also of anthropoid skulls. Now in all such skulls a groove, containing a blood-channel, runs along the middle line of the roof of the skull from the forehead to the occiput. Although a great part of the roof of the Piltown skull is missing, there remains at the



THE BRAIN OF THE PILTDOWN MAN—WITH A CAPACITY OF 1070 CUBIC CENTIMETRES: THE RESTORATION BY DR. A. SMITH-WOODWARD.

Professor Keith points out that the brain as shown here is very asymmetrical, and that the blood-vessels on one side terminate very abruptly. The two fossil sides of the skull should, he claims, have been separated more in the restoration to allow for the natural fine terminations of the vessels, as in his own restoration.



THE BRAIN OF THE PILTDOWN MAN—WITH A CAPACITY OF 1500 CUBIC CENTIMETRES: THE RESTORATION BY PROFESSOR ARTHUR KEITH.

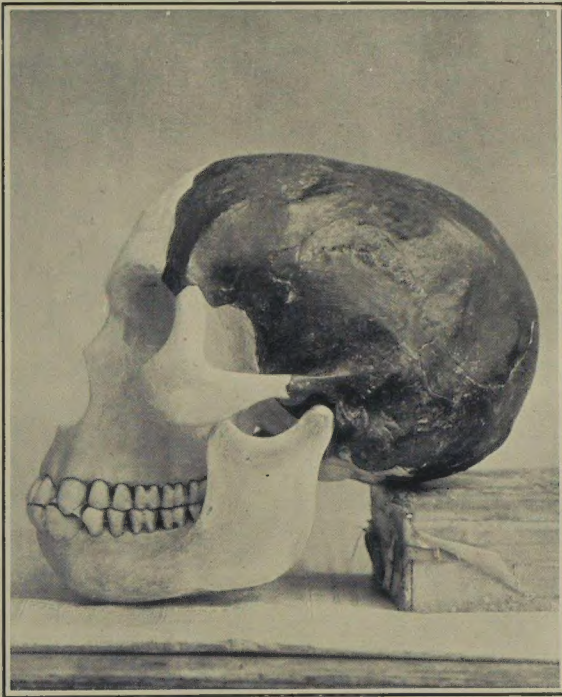
The brain of the Piltown Man as here seen—in Professor Arthur Keith's restoration—is symmetrical and sufficient space is given between the fossil fragments to allow for the natural fine terminations of the blood-vessels. Further details of the case for each side will be found in the articles on this page.

hinder part, on the upper angle of the parietal bone, an unmistakable part of this median groove. This part must be placed in the middle line of the reconstructed roof—that is its invariable position in all known skulls. In Dr. Smith-Woodward's reconstruction it has been carried over the middle line to the extent of almost an inch. The reader will readily perceive how this will affect the brain capacity of the skull if he will place the tips of the half-bent fingers of right and left hand together so as to enclose a space, representing the brain-cavity, between them. If the fingers are allowed to lock, so that the tips glide past each other about an inch, it will be evident how much the space enclosed between the hands is diminished. If the parts on the middle line of the roof of the skull are similarly displaced, the reduction of the brain space is equally great. There can be no question as to the lower jaw being part of the very individual to whom the skull belonged; it answers every test. The lower jaw forms a very large part of the face, and gives a definite basis from which we can infer the missing parts of the face.

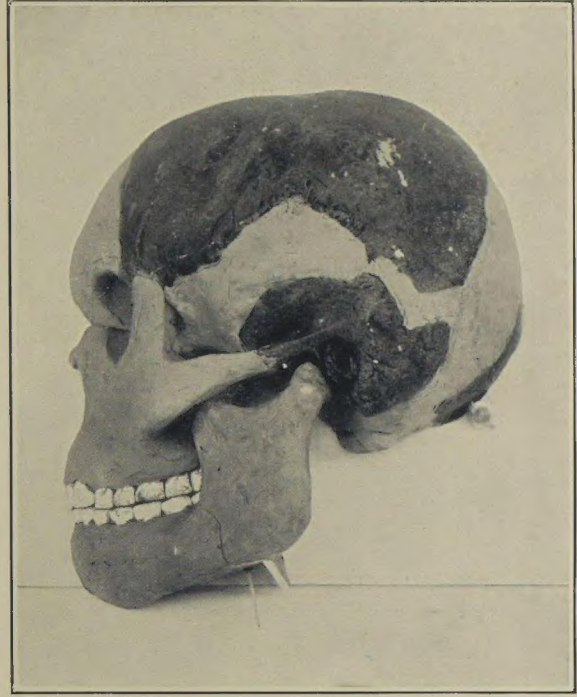
The question is often put to me: How can a lower jaw which in the region of the chin is modelled like that of an ape be reconciled with a brain and a skull that are absolutely human? The answer to that question is supplied by our knowledge of Neanderthal Man. His forehead and eyebrow ridges are modelled on the same plan as those of the anthropoid apes. The rest of his face is not anthropoid; his brain is even larger than that of the generality of living men. Yet in him this simian feature persisted. The characters of the Piltown chin are of a similar nature; they represent the persistence of a simian character which all other human races—both Neanderthal and modern—have lost. A simian chin does not necessarily indicate the presence of large canine teeth.

A. KEITH.

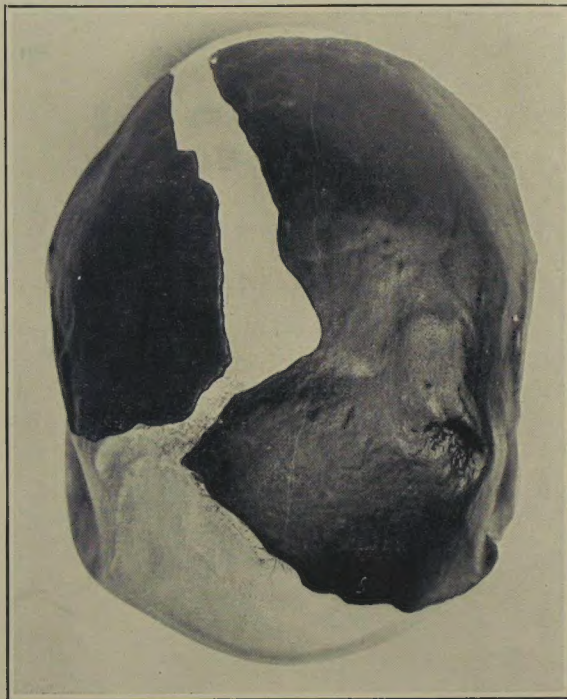
APE-MAN OR MODERN MAN? THE TWO PILTDOWN SKULL RECONSTRUCTIONS.



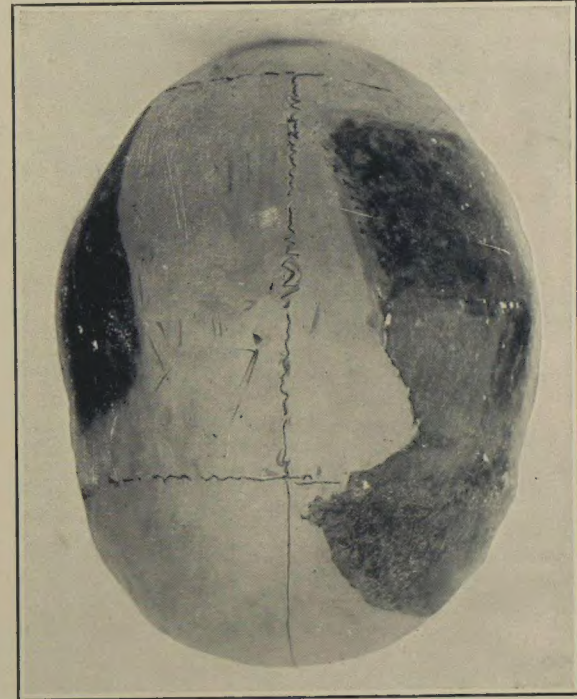
APE-LIKE IN JAW AND OF SMALL BRAIN-CAPACITY: THE SKULL OF THE PILTDOWN MAN AS RECONSTRUCTED BY DR. A. SMITH-WOODWARD.



MAN-LIKE BOTH IN JAW AND IN BRAIN-CAPACITY: THE SKULL OF THE PILTDOWN MAN AS RECONSTRUCTED BY PROFESSOR ARTHUR KEITH.



THE RECONSTRUCTION IN WHICH, ACCORDING TO PROFESSOR KEITH, THE GREAT BLOOD-CHANNEL HAS BEEN PLACED NEARLY AN INCH TO THE RIGHT OF ITS PROPER POSITION, THUS MAKING THE BRAIN-CAPACITY ONLY 1070 CUBIC CENTIMETRES: THE SMITH-WOODWARD RESTORATION FROM ABOVE—THE BONES OF THE RIGHT AND LEFT SIDES NEARLY IN CONTACT.



THE RECONSTRUCTION WHICH CENTRES THE GREAT BLOOD-CHANNEL AND SO GIVES THE NOW FAMOUS PILTDOWN MAN A BRAIN-CAPACITY OF 1500 CUBIC CENTIMETRES, "A REALLY LARGE BRAIN FOR A MODERN MAN": THE KEITH RESTORATION, RIVAL TO THE SMITH-WOODWARD FROM ABOVE—THE BONES OF THE RIGHT AND LEFT SIDES WIDELY SEPARATED.

As we noted in our last issue when dealing with the same subject, the skull of the Piltdown Man has been reconstructed both by Dr. A. Smith-Woodward and by Professor Arthur Keith. The former's restoration allows a brain-capacity of 1070 cubic centimetres and gives the man an ape-like jaw; the latter's allows for a brain-capacity of 1500 cubic centimetres and gives a man-like jaw. According to Professor Keith, Dr. Smith-Woodward has followed all the well-defined rules for the reconstruction of animals with one exception: "By some mischance," he says,

"the groove for the median blood-channel, which runs along the roof of the skull, was displaced nearly an inch to one side." "In the original reconstruction," he continues, "the bones of the right and left sides are nearly in contact; in the amended reconstruction [his own] they are widely separated in order that the groove for the venous channel may fall in its natural position—namely, in the middle line of the roof of the skull." Articles stating the cases for the two restorations will be found on the opposite page.

MENTIONED IN DESPATCHES: SOMALILAND FORTS AND SCENES.



1. THE DEFENCE OCCUPIED BY MR. ARCHER'S FORCE, THE SURVIVORS OF THE CAMEL CORPS HE BROUGHT BACK, AND THE INDIAN CONTINGENT FROM BERBERA: SHEIKH FORT.

3. THE DEFENCE FROM WHICH MR. ARCHER SET OUT WITH HIS TWENTY INDIANS AND SOME FRIENDLIES AND TO WHICH HE RETURNED WITH THE SURVIVORS: BURAO FORT.

4. AT BURAO: CAMELS AND SHEEP OF TRIBES RECENTLY LOOTED BY THE MULLAH BROUGHT TO WATER AT THE WELLS.

2. TYPICAL OF THE INHOSPITABLE DISTRICT IN WHICH THE CAMEL COMPANY WAS ATTACKED BY DERVISHES AND LOST ABOUT FIFTY KILLED AND WOUNDED: AT BURAO.

5. WHERE EACH TRIBE HAS ITS PARTICULAR WELL: FRIENDLY NATIVES OF SOMALI- LAND WATERING CAMELS AT BURAO

A force of the Somaliland Camel Corps, 150 strong, was attacked on August 9 while making a reconnaissance at Odwein, about thirty miles south-west of Burao, by a large body of Dervishes, followers of the Somaliland Mullah, numbering between two and three thousand. The Commandant of the Camel Corps, Mr. R. C. Corfield, was killed at the beginning of the action, and some fifty men of the Corps were killed or wounded. The disaster was partly due to the fact that the maxim jammed. Immediately on hearing the news, Mr. G. F. Archer, the Acting Commissioner of Somaliland, gallantly set out to the rescue from Burao fort with his Indian escort of twenty men and such

"friendlies" as he could collect. He joined the survivors of the Camel Corps eighteen miles from Burao and returned thither with them safely. The combined force then left Burao in good order and occupied the fort of Sheikh, where also the Indian contingent of 130 men, with a maxim and stores, arrived from Berbera. During the dry season natives bring in their camels and sheep to water at Burao. Every tribe has its own particular well. These natives have suffered much from the Dervishes, who, Mr. Archer reports, have driven off practically all the live-stock of seven local tribes, causing unprecedented destitution in the district.

A WOODEN HORSE AS A ROYAL CHARGER: A KING'S STRANGE STATE.



ASTRIDE A DUMMY STEED SET ON A WHEELED STAND, AND DRAWN ALONG BY HIS MINISTERS: ZOUMAOU, KING OF THE DASSAS.
OUT RIDING ON AN OFFICIAL VISIT.

Among the picturesque petty Kings of Dahomey who paid homage to the French General Bailloud recently was his dusky Majesty of the Dassas, who made his appearance in state mounted upon a fine example of the wooden horse, set upon a wheeled stand, and drawn along by his Ministers.

MADE FASHIONABLE BY SIR WALTER SCOTT'S "INVENTION" OF THE HIGHLANDS: GROUSE-SHOOTING—SOME PHASES.

PHOTOGRAPHS BY SPORT AND GENERAL AND ILLUSTRATIONS BUREAU.



RETRIEVING: A PHOTOGRAPH TAKEN AT MONZIE, IN WEST PERTHSHIRE.



DRIVEN GROUSE COMING UP TO THE BUTTS: A SNAPSHOT SHOWING THE INFINITE VARIETY OF THE BIRDS' FLIGHT.



THE BIRDS AFTER PASSING OVER THE BUTTS: A PHASE OF THE SPORT PHOTOGRAPHED THE OTHER DAY IN YORKSHIRE.



DRINKING FROM A MOUNTAIN STREAM: A USUAL INCIDENT



ON THEIR WAY TO JOIN THE GUNS AT LUNCH: THE SOCIAL SIDE OF THE SPORT.



DRIVEN GROUSE PASSING OVER THE BUTTS: THE EXCITING MOMENT OF THE SPORT WHICH BECAME FASHIONABLE WITH THE "INVENTION" BY SIR WALTER SCOTT.



COLLECTING THE BAG: THE TIME OF INTERESTING AND ANXIOUS RECKONING.



WALKING UP THE GROUSE: A PHOTOGRAPH OF THE SPORT NEAR MONZIE—"THE MOSSY LAND," WEST PERTHSHIRE.



IN A BUTT: GROUSE-SHOOTING IN PROGRESS UNDER CONDITIONS NOT KNOWN TO PRINCE CHARLIE.



COUNTING THE BAG AFTER THE MORNING'S SPORT: ONE OF THE MOST INTERESTING MOMENTS OF LUNCH-TIME.



A REST DURING LUNCH-TIME: KEEPERS, LOADERS, AND BEATERS AT THEIR EASE AFTER A MORNING'S SPORT.

On the authority of no less important a personage than "A Town-talker" in the "Pall Mall Gazette," we have it that grouse-shooting, one of the fetiches of the modern Briton who can afford the more expensive forms of sport, first became generally fashionable in this country after Sir Walter Scott "invented" the Highlands. But, needless to say, it was practised before then: to cite comparatively modern times, Prince Charlie indulged in it after Culloden, and secured

bags which won the admiration of his followers—no easy task in those days of the old flintlock fowling-piece, which was ill-designed to bring down birds on the wing. As far as this year's sport is concerned, it is, of course, very difficult to say much at this early stage of the season; we may be content to note that, in spite of most pessimistic prophecies from certain districts, fair sport has been obtained by a number of guns.

A SERVANT OF EMPIRE: THE MAN WHO WENT TO THE RESCUE.

PHOTOGRAPH BY JAMES STREET STUDIO



THE COURAGEOUS OFFICIAL WHO BROUGHT BACK THE SURVIVORS OF THE CAMEL CORPS ATTACKED BY DERVISHES:
MR. GEOFFREY FRANCIS ARCHER, ACTING COMMISSIONER OF SOMALILAND.

Mr. G. F. Archer, Acting Commissioner of Somaliland, "whose businesslike, very official despatches as to the part he played in going to the rescue of the Somaliland Camel Corps attacked by Dervishes, and bringing back the survivors, with twenty-two wounded, can convey little idea of the heroic march he must have made with his little band of the twenty men of his Indian escort and such "friendlies" as he could collect, is thirty-one, and has been in Africa since he was nineteen. He stands 6 ft. 6 in. in his socks, and of build to correspond; is described as

"happy-go-lucky," a good pianist; a golfer; and a keen big-game shot. He was educated at Mr. Hawtrey's School at Westgate-on-Sea, and privately abroad. In 1900 he joined his uncle, Mr. (now Sir) Frederick Jackson, Governor of Uganda and in 1902 he entered the East African Civil Service as Assistant Collector. In 1907 he was promoted District Commissioner, and later was employed on the Abyssinian frontier on special service. In 1912 he became Senior District Commissioner in Somaliland, and, this year, Deputy Commissioner.

THE BRITISH REVERSE IN SOMALILAND: THE CAMEL CORPS DISASTER.



1. KILLED AT THE BEGINNING OF THE ACTION, WHEN THE DERVISHES ATTACKED THE CAMEL COMPANY OF WHICH HE WAS IN COMMAND: MR. RICHARD CONYNGHAM CORFIELD.

In his despatches announcing the Camel Corps reverse in Somaliland, Mr. Archer had, unfortunately, to announce: "I deeply regret to report that Corfield has been shot dead," and, later: "Corfield was killed beginning of action." This referred, of course, to Mr. Richard Conyngham Corfield, who was in command of the Camel Company attacked by the Dervishes. Mr. Corfield was in his thirty-first year. After leaving Marlborough, he served in South Africa, from 1901 to 1905, and then he was in

2. TYPICAL OF THOSE WHO ATTACKED THE CAMEL COMPANY BETWEEN BERBERA AND ODWEIN, KILLING AND WOUNDING ABOUT FIFTY: DERVISHES, FROM SOMALILAND.

Somaliland until 1910. An appointment in Northern Nigeria followed; but Mr. Corfield returned to Somaliland in the summer of last year to assist in the organisation of the Camel Constabulary Corps. It was at the beginning of this year that the Colonial Secretary announced that, while nothing serious had occurred in Somaliland, he had, in the previous summer, authorised the formation of a Camel Constabulary Corps of 150 men under three British officers. He publicly praised the late Mr. Corfield's work.



DRAWINGS BY A. HUGH FISHER

VIGNETTES OF EMPIRE.—XVIII.

JAIPUR: THE CITY OF THE ASTRONOMER.

MUNSHI RAGHUNATH SAHAI took me from the gay hollyhocks and other English garden flowers of the Kaisar-i-Hind Hotel early one morning towards the end of March to see that famous pink city which a mathematically-minded chief, Jai Singh II., caused his architects to lay out in rectangular blocks with straight wide streets, crossed by others at right angles, what time England was developing her mono-



A REMARKABLE EXAMPLE OF INDIAN ARCHITECTURE DESIGNED BY A BRITISH ARCHITECT: THE ALBERT HALL AND MUSEUM AT JAIPUR, BUILT BY SIR SWINTON JACOB.

poly of the slave trade, and long before any one of the modern American cities had been planned.

I had come at last to Rajputana—Rajasthan, or the country of the chiefs—where the pure-blooded Rajput clans maintained their independence under their own chieftains throughout the times of Mohammedan occupation. After the final break-up of the Mogul Empire they were saved from destruction at the hands of the Marathas by accepting British supremacy and its territorial guarantee. And of the numerous Rajput States, that of Jaipur is politically one of the three most important. It is said to have been founded by Dhola Rao from Gwalior about 1128.



MORE PICTURESQUE THAN THE DOGS' CEMETERY IN HYDE PARK: THE TOMB OF THE LATE MAHARAJAH RAM SINGH'S PET DOG AT JAIPUR.

The Nahargarh, or "Tiger Fort," crowned a purple hill to the left of us, for the city of Jaipur is surrounded by hills on all sides but one. We passed the two-storeyed grey house of the Maharajah's chief adviser, a lunatic asylum, and several chatris (or cenotaphs) of former Maharajahs—white marble domes

rising from carved pillars, among acacia-like aru-trees in well-tended gardens, on the walls of which peacocks were sunning themselves.

A crenellated wall encloses the city, which we entered by that one of the seven gates called "Chand Pol," or "Moon Door," with turbaned sentries painted one on each side of it, bearing rifles with bayonets fixed, each on a different shoulder for the sake of symmetry in the artist's design. As we walked forward three corpses were carried past us, for the plague was then heavy upon Jaipur, in spite of its waterworks and countless modern improvements, commissioned by a lavish Maharajah with "progressive" ideas.

Most of the inhabitants of Jaipur, this centre of trade and banking firms, are Hindu, but in the courtyard of a house close by sat a group of Mohammedans. "Someone has died there—these are friends met to read some of the aphorisms of the Koran. The plague deaths in the city were down to fifty-four yesterday, but they have been a hundred per day." This was why the Royal Princesses had left the Jaipur palace and had gone out to stay at Amber, preferring a dead city to a city of the dead. The pitiless sun only laughed, and turned a peepul-tree that hung over one wall of a red sandstone Hindu temple into a cascade of quivering golden-green, made the long line of tawdry, pink-coloured house-fronts glow to a lambent rose, and caught every turban to brilliance and every garment to precious raiment.

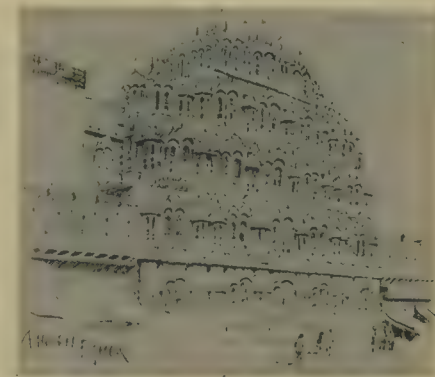
At Jaipur the sun marks time on the largest sundial in the world, with a gnomon seventy-five feet high. This is in the famous observatory constructed between 1718 and 1734 by the Maharajah Jai Singh II., already referred to as the founder of the city, which was named after him in accordance with the custom of Rajputana. Tests of his recorded observations and the conclusions he drew from them have entitled Jai Singh to rank as among the great astronomers. He constructed a series of tables from his own observations, made throughout seven years at different observatories, and compared them with the Portuguese tables of Dela Hire. Among his acts was an order for the translation of Euclid's elements, the treatises on plain and spherical trigonometry, and Napier on the use of logarithms, into Sanskrit. Standing in the paridhi, the circumference of the dial, I could see above some pink dwelling-houses the clock in the palace tower which is regulated by the old dial. There was a great stillness about this grass-grown enclosure and its strange, gigantic "instruments"—vast hemispherical cups hollowed out of the ground, huge brass circles, and the twelve Rashivalayas, the Houses of the Zodiac, each containing a little painting of its celestial landlord.

It is but a short way from the observatory to the gay palace of the Maharajah, with its painted courts, its rooms over-rich in gilt mirrors and modern furnishings, its fine hall of audience, and its lovely gardens. It was here that, close to a tree of Kachnar in full bloom, I came upon the tomb of a pet dog whose memory had been honoured with a sculpture carved in black marble and protected by a dome-topped marble kiosk. Munshi Raghunath Sahai said that the dog had been loved for his extreme obedience, and there was a tale of some gold bangle lost in the famous royal billiard-room and restored by the dog to a despairing owner. It was a graceful monument

in beautiful surroundings, and a great contrast to that grey crowd of unpleasing little tombstones in the dogs' cemetery near our Marble Arch in London. I had heard of another and more famous piece of sculpture in that garden, and asked to be shown Gobindaji, said to be one of the

most beautiful of the carved figures of Muttra, brought here by the Maharajah Mon Singh. It is apparently treated as if the stone has quite corporeal needs, for, said Munshi Raghunath Sahai, "True he lives at the bottom of this garden. He has his hours: sometimes he has just taken his food, and sometimes he is sleeping. Just now he sleeps, so you are not able to see him."

We walked on between grape-vines trained over stone uprights, and pomegranates in full bloom, and orange-trees and jasmine, to the far end of the gardens, and through a door in the stone wall, where a spacious tank stretched like a lake immediately below the zenana buildings, descended a narrow flight of steps on to a small piece of muddy ground, and slowly the tranquil surface of the water was broken as one after another of the Rajah's crocodiles answered the



IN THE FAMOUS PINK CITY BUILT BY AN ASTRONOMER RAJAH: THE PALACE OF THE WINDS, JAIPUR.

summons of their keeper, an old man, bent and very thin, with a long white beard.

Outside the walls of the city is a large public garden, well laid out, in the midst of which, on a vast plinth, rises the large white building of the "Albert Hall": it contains a durbar hall, and a rich and well-displayed collection of examples of Indian art and industry. At his bungalow, not far away, I had the pleasure of a chat with "Yakub Sahib" himself.

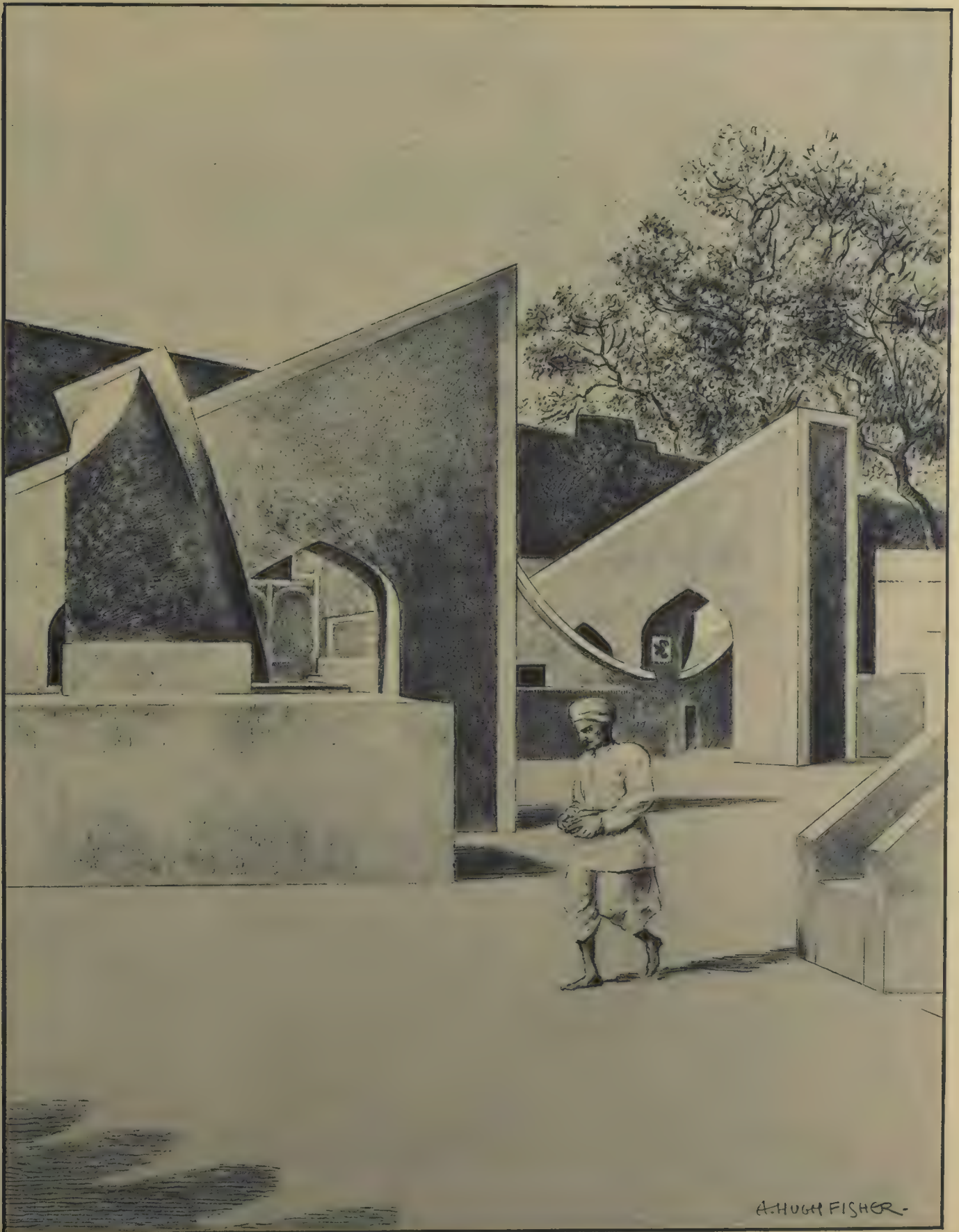


TO AMUSE THE ROYAL LADIES? TAME CROCODILES IN A LAKE UNDER THE WALLS OF THE ZENANA, AT THE MAHARAJAH'S PALACE, JAIPUR.

Sir Swinton Jacob, the veteran engineer and architect, one of the very few Englishmen who have not flown from India when white hairs came.—A. HUGH FISHER.

THE RASHIVALAYAS OF JAIPUR: HOUSES OF THE ZODIAC.

DRAWN BY A. HUGH FISHER.



GIANT "INSTRUMENTS" DEvised BY AN ASTRONOMER-RAJAH: CURIOUS STRUCTURES IN JAI SINGH'S OBSERVATORY—
SHOWING (IN THE MIDDLE DISTANCE) THE HOUSE OF CANCER.

The twelve Rashivalayas, or Houses of the Zodiac, are part of the great observatory at Jaipur, constructed, between 1718 and 1734, by the royal astronomer, Maharajah Jai Singh, from whom Jaipur derives its name. He invented and designed these curious and fantastic instruments. The Jaipur Observatory is the largest of five which he built, the others being at Benares, Muttra, Delhi, and Ujjain. The Zodiac, it will

be remembered, is divided into twelve signs—Aries, Taurus, Gemini, Cancer, Leo, Virgo, Libra, Scorpio, Sagittarius, Capricornus, Aquarius, and Pisces. Each of the Houses of the Zodiac, as Mr. Hugh Fisher mentions in his article opposite, contains a little painting of the sign to which it belongs. Thus, in the middle distance of the drawing may be seen the House of Cancer, with a picture of a crab on the wall of the arch.

THE FIFTH ARM'S NEW WEAPON: THE HAWK WHICH IS FLOWN BY NAVAL MEN.

DRAWN BY NORMAN WILKINSON, R.I.



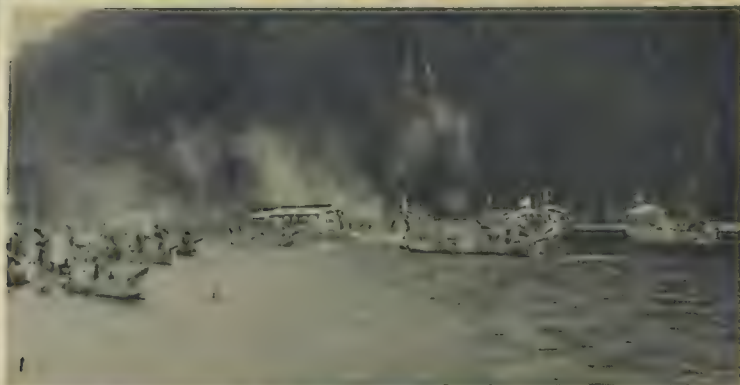
VALUED AS DETECTOR OF SUBMARINES, AS SCOUT, AND AS POSSIBLE DESTROYER OF DIRIGIBLES AND WAR-SHIPS: A SEA-PLANE SEEN HOVERING OVER AN AIR-SHIP.

As we had occasion to note in our last issue when publishing photographs of sea-planes, the Fifth Arm's new weapon is likely to prove of great value. It can detect, with ease, submarines running submerged and, of course, invisible from the water-level or from a war-ship; it is a valuable scout; by its ability to rise and manoeuvre quickly it will be able to hover over dirigibles and destroy them by dropping bombs or "flares" upon them; for the same reason it should be able to drop explosives upon war-ships. The naval sea-plane will carry "wireless," and so be able to communicate with the Fleet to which it is attached. That the British

Admiralty realises these facts is patent. It is determined to possess a paramount air-navy of all types of air-craft: it will have a belt of sea-plane stations round our coasts and a series of air-ship stations. The only drawback at the moment is that though sea-planes can fly from the deck of a battle-ship they cannot alight on it, but have to come down on the water and be hauled aboard. This is a problem of which a solution is being sought. The Admiralty is also forming the necessary personnel of the air fleet, and has called for two hundred Naval lieutenants to volunteer for this service. It was expected the first candidates would begin training shortly.

BIRDS CATCHING FISH FOR MEN: CORMORANTS WORKING IN JAPAN.

PHOTOGRAPHS BY Y. HASHIZUME AND K. SAKAMOTO.



1. THE CORMORANT AS CATCHER OF FISH FOR MEN: A LITTLE FLEET OF FISHERS, WITH THEIR BIRDS ON THE WATER.

2. SHOWING (ON THE RIGHT) A MAN MAKING A BIRD DISGORGE ITS CATCH OF FISH: FISHING FOR AI, WITH CORMORANTS.

3. BIRDS AND THEIR MASTERS ABOUT TO START ON AN EXPEDITION: FISHERS WITH CORMORANTS; THE BIRDS HARNESSSED.

4. HARNESSING A CORMORANT: TYING THE REINS TO THE COLLAR WHICH IS PLACED ROUND THE BIRD'S NECK AND PREVENTS IT SWALLOWING ALL BUT THE SMALLEST FISH.

To quote a special article which is printed elsewhere in this issue: "Just as hawks and falcons were formerly used in Europe, not only for sporting purposes, but to replenish their masters' larders with furred and feathered game, so do the Chinese and Japanese still employ trained cormorants; but in their case they are used solely for

economic purposes. . . . I made a point of going to Gifu to study the method employed by the Japanese on the river Nagara. Here the season lasts from May to October, during which time the river is visited by a small migratory fish, locally called 'ai' . . . On the Nagara, the method of fishing is for some six or seven boats to work in company.

(Continued opposite.)

BIRDS INSTEAD OF HOOKS AND LINES: FEATHERED FISHERS OF JAPAN.

DRAWN BY FRÉDÉRIC DE HAENEN.



AI-CATCHING: FISHERS WITH CORMORANTS AT WORK—SHOWING A MAN MAKING A BIRD DISGORGE ITS CATCH;
REINED BIRDS ON THE WATER; AND THE BRAZIER.

Continued.

These drift slowly down stream for eighteen or twenty miles, in the form of an open line. . . . As a rule, each boat possesses about fifteen or sixteen cormorants. These are controlled by means of reins attached to a small collar round the bird's neck, which serves the additional purpose of preventing all but the tiniest fish being swallowed outright. The man standing in the bows, and therefore deriving full benefit from the light of the brazier, has some twelve birds in his charge; while the less experienced

man posted amidships usually controls four or five only. . . . When a cormorant has completely filled its gullet, it naturally takes no further interest in the proceedings, and will then swim idly upon the surface. When this is observed, the unfortunate creature is promptly hauled on board, and by a gentle, but firm, pressure of the hand is forced to ignominiously disgorge its booty; whereupon it is thrown back to recommence its thankless task." (See Article elsewhere in this Issue.)

LITERATURE



THE ILLUSTRATION WHICH SUPPLIES MATERIAL TO THE 'SHIPS AND WAYS OF OTHER DAYS' WAS WRITTEN BY THE SECRETARY OF THE ADMIRALTY.

Ships, Sailors, and Sea-Life.

Mr. Keble Chatterton is indefatigable as a popular writer on ships and shipping, and men of the sea, of every period. He has, indeed, made the subject quite his own, and seems tireless in the amazing industry he displays in getting together interesting facts from all manner of sources, at the same time showing clever craftsmanship in welding his materials into a sufficiently pleasant form to attract and engage the attention of his readers. His latest book, "Ships and Ways of Other Days" (Sidgwick and Jackson), is in many ways one of his best; and it certainly is his deepest and most erudite. Apart from, and in addition to, its popular features, it is undoubtedly a volume that should commend itself to all who look at maritime affairs from the student's point of view, as a mine of curious historical information. From the dug-out to the ocean-carrier of the closing days of sails, the narrative takes its way, telling practically all that is known about seafaring vessels: "how men managed to build, launch, equip, and fit out different craft in all ages."

The Nile boats of the Pharaohs, the triremes of ancient Greece and Rome, the "dragons" and "long serpents" of the Norseland mariners, the "cogs" and galleys of the Middle Ages, the ships of the Elizabethans, and of the Blake and Nelson day, East and West India-men, the China-trade tea-clippers of the mid-Victorian era—all these are passed before us as at a review, interspersed with telling panoramic glimpses of the life led by those on board. In the author's words: "We walk their decks, fraternise with the officers and men, adventure into their cabins, go aloft with them, join their mess, keep sea and watch in their company in fine, sunny days and the dark, stormy nights of winter. We are minded to watch them prepare for battle, and even accompany them into the fight, noting the activities, the perils, and the hardships of the seamen . . . the customs of the sea and of the ship especially . . . in order to be able to live their lives again, to realise something of the fears and hopes, the disappointments and the glories of the seaman's career in the past." The wealth and quality of the hundred-and-thirty illustrations and plans that accompany the letter-press forms a predominant feature of the book. Indeed, for its pictures alone the book is worth having, and the author deserves gratitude for the extreme pains he must have taken to make so interesting a collection.

AS DELINEATED BY COLUMBUS: A CARAVEL OF THE FIFTEENTH CENTURY.

"Drawn from a wood-cut after a delineation by Columbus in the Latin translation of his letter dated March 1, 1493, to Don Raphael de Sanxis (Treasurer of the King of Spain), in the library at Milano." From "Ships and Ways of Other Days."



life led by those on board. In the author's words: "We walk their decks, fraternise with the officers and men, adventure into their cabins, go aloft with them, join their mess, keep sea and watch in their company in fine, sunny days and the dark, stormy nights of winter. We are minded to watch them prepare for battle, and even accompany them into the fight, noting the activities, the perils, and the hardships of the seamen . . . the customs of the sea and of the ship especially . . . in order to be able to live their lives again, to realise something of the fears and hopes, the disappointments and the glories of the seaman's career in the past." The wealth and quality of the hundred-and-thirty illustrations and plans that accompany the letter-press forms a predominant feature of the book. Indeed, for its pictures alone the book is worth having, and the author deserves gratitude for the extreme pains he must have taken to make so interesting a collection.

"University and Historical Addresses." Occasional addresses of an eminent writer suffer by contrast with his more elaborately considered works. By the time the speeches are reprinted they have lost the momentary significance that gave them their main vitality. But while this is partly true of the Right Hon. James Bryce's "University and Historical Addresses" (Macmillan), the volume is none the less welcome, for it

contains on every page passages wise, suggestive, and stimulating. It has a further value, for it is a record of a remarkable and somewhat unusual Ambassadorial work. Our Ambassador to

the United States has not confined himself to the sphere of routine diplomacy. He has been in great request as a speaker at University gatherings and other public functions in America, and has delighted his hearers with the fruits of his shrewd observation and profound scholarship on an almost universal range of subjects. And apart from their merely academic interest, these addresses have by their tenor consistently emphasised the bond of brotherhood between the Old Country and the New. They are a record of diplomacy carried into a wider sphere than that of the Chancellery itself. Many of the more elaborate discourses, such as that on the Development of the Common Law, are in the very best manner of the author who gave us "The Holy Roman Empire" and "The American Commonwealth." In small compass this essay presents an illuminating conspectus of a great question, and brings home to the lay reader the important truth that in their legal systems England and America are virtually one. Whether he is discussing Art, Literature, History, Science, or the inter-relations of these subjects, Mr. Bryce is equally at home. He

pleads passionately for the preservation

of the old humanistic ideal, now threatened by the arrogant claims of science. There, it is clear, he knows that he is fighting a well-nigh hopeless battle, but the case has never been better or more fairly stated. Mr. Bryce is the enthusiastic friend of Science, but he knows her limitations as an instrument of the highest mental culture, and it would be well for the cause of Education on both sides of the sea that his words should be taken seriously to heart.



A TENNYSON DEYNCOURT OF SHAKESPEARE'S DAY: AN ELIZABETHAN SHIP-DESIGNER AND HIS ASSISTANT—A DRAWING ONCE IN THE POSSESSION OF SAMUEL PEPPYS.

"This illustration belongs to the latter half of the sixteenth century, or the beginning of the seventeenth, and is among the Peppys MSS. in Magdalene College, Cambridge. Peppys' own title for this is 'Fragments of Ancient English Shipwrights.'" Mr. E. H. W. Tennyson-D'Eyncourt is Director of Naval Construction to the Admiralty.

SHIPS AND WAYS OF OTHER DAYS.

By E. Keble Chatterton.

Illustrations Reproduced by Courtesy of the Publishers, Messrs. Sidgwick and Jackson.



USED BY ANCIENT NAVIGATORS TO FIND THE HOUR OF THE NIGHT BY THE NORTH STAR: AN OLD NOCTURNAL NOW IN THE SOUTH KENSINGTON MUSEUM.

The circle is divided into twelve sections, for the twelve months, whose names are printed round the edge. On sections of an inner circle are the twelve signs of the Zodiac.

From "Ships and Ways of Other Days."



SHIP-BUILDING IN THE EARLY SEVENTEENTH CENTURY: DUTCH EAST INDIAMEN IN DIFFERENT STAGES OF CONSTRUCTION.

The above drawing is by a contemporary artist. On the left is a ship still in course of building. Her hull is being caulked and her decks are not yet finished. On the right is a fully rigged ship, careened so as to allow of her hull being painted.

From "Ships and Ways of Other Days"



AS DRAWN BY A SIXTEENTH-CENTURY ARTIST: A THREE-MASTED SHIP OF 1564.

This drawing of a sixteenth-century three-masted ship was made by a contemporary artist. The date on the stern of the vessel is 1564. In the maintop may be seen a man dowsing the maintop-sail.

From "Ships and Ways of Other Days."

"The Complete Horseman."

In the earlier days of the "boom" in motor-cars it was sometimes suggested that the horse was on the way to becoming an extinct animal, but time has disproved such exaggerated prophecies. If horses are less used for purposes of traction, especially in towns, they still hold a permanent place in the affections of a large class of people, apart from their definite spheres of activity, like the Army, the Turf, and the hunting-field. In the introduction to his new book, "The Complete Horseman" (Methuen), Mr. William Scarth Dixon writes:

"Personally, I have found motor-cars of great benefit in catching railway connections and in saving time, but I can say that I never once thought of riding in one for pleasure." While there are many, of course, who would not agree with him, he doubtless speaks for a vast body of rural opinion. Mr. Dixon's book deals in a very readable and practical style with all matters connected with the keeping of horses, riding (for women and children, as well as men), driving, and exhibiting at shows. A good deal of space is devoted to hunting, and there are also chapters on the hack and the harness horse, the general-purpose horse, race-riding and the show-ring, stables and saddle-rooms, feeding and disease. The book, which is well illustrated, should find a place in every horseman's library.

THE WORK OF GREAT BRITISH ETCHERS: ANDREW F. AFFLECK.

REPRODUCED BY PERMISSION OF MESSRS. JAMES CONNELL AND SONS, OLD BOND STREET.



"CHÂTEAU D'AMBOISE."—BY ANDREW F. AFFLECK.

The famous Castle of Amboise, in the Department of Indre-et-Loire, France, fourteen miles east of Tours, was built by Charles VII, who made it a royal residence, and by Louis XII. In it Charles VIII. was born and died.

SCIENCE & NATURAL HISTORY



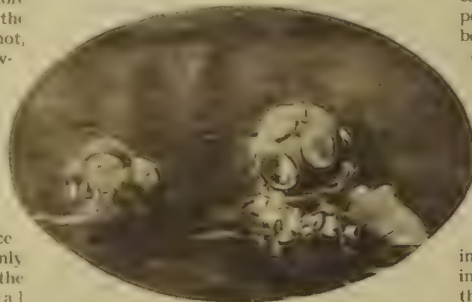
THE TREATMENT OF SPRAINS.

DURING the holiday time sprains are more common than at other seasons of the year, and a word as to their treatment may not, therefore, be out of place. It should be said, however, at the start that anyone who gives himself a really painful sprain, and does not consult a qualified medical man as soon as he can, is extremely foolish. Its diagnosis and treatment demand a knowledge of anatomy seldom possessed by an amateur, and the most lag-behind general practitioner, especially if his practice lies in a hunting neighbourhood, has an experience in such matters which is worth tons of theoretical knowledge. Hence anything here said must be taken as to be applied only to those outside the reach of medical aid, or, in the

classical phrase: "Until the Doctor comes."

Now a sprain is an accident within the experience of most of us. A sudden wrench or twist generally caused by a

may slightly retard the work of the breakdown gang, will clear the way for them by helping to remove the extravasated blood. Sometimes, however, rest is out of the



NEW STYLE AND OLD STYLE DIVING APPARATUS. ON THE LEFT, A MAN EQUIPPED WITH THE DRÄGER DIVER-SALVAGE OUTFIT—ON THE RIGHT, A DIVER IN AN OLD-FASHIONED HELMET.

The Dräger diver-salvage outfit, which is used in German submarines, provides means of respiration, gives a man buoyancy to rise to the surface, and keeps him afloat after he has reached the surface. The ears are uncovered, but the eyes may be protected by goggles. The breathing apparatus comprises an oxygen cylinder, a cartridge for absorbing the carbonic acid, a breathing-bag carried on the back, a mouthpiece, nose-clamp, and respiration-tubes. When a submarine is wrecked, and, the air being about to give out, the critical moment comes for leaving it, the vessel has to be flooded with water, to counteract the pressure from outside. The water closes over the men's heads, the hatches are opened, and the men emerge (wearing the apparatus), seize the cable of the emerging-buoy and the anchor-ropes, and rise swiftly to the surface.

question, as where a bicycle or motor-car accident takes place at some distance from a house. In this case, a bandage should be applied as tightly as possible over the injured part, the bandaging being begun below the injury. The object of this is *not* to reduce the swelling, which, as we have seen, is beneficial rather than otherwise, but to immobilise the limb as far as possible, and thus to prevent the patient from tearing the muscle or ligament further. This applies only when the part affected is the leg or arm—sprained ankles and (since the introduction of lawn-tennis the tearing of the *plantaris* muscle at the top of the calf, accounting for 90 per cent. of the ordinary sprains. Sprains, or what appear to be such, in other parts of the organism are best left untouched for the inspection of the doctor. If this treatment be pursued in one or two days, with a healthy and vigorous patient the swelling will probably disappear, and exercising the limb very gently at first, and only when no pain is caused thereby, may then be indulged in, together with massage if the services of



ENABLING A MAN TO BREATHE FOR AN HOUR IN VITIATED AIR, AS IN A WRECKED SUBMARINE. THE DRÄGER DIVER-SALVAGE OUTFIT SHOWING THE NOSE-CLAMP AND MOUTHPIECE IN POSITION.

joint or limb being suddenly put in some unaccustomed position, is followed by a sharp pain, and, in due course, some heat and swelling of the injured part. Then comes loss of power in the limb involved, and if the sprain be at all severe, the appearance of extravasated blood shown by the blackening of the skin immediately below it, and often in the next joint. What has happened is that one or more fibres—in most cases of a muscle, but sometimes of the ligaments of a joint—have been torn or ruptured, and the proper functions of the limb cannot be performed until the injury has been repaired. The pain, inflammation, and the rest are only Nature's way of summoning the repairing-cells to their work, and supplying them with an extra amount of energy for their purpose. It follows from this that the old-fashioned remedy, dear to nursemaids and others, of rubbing the part affected is about as bad as it can be. Rest, as complete as possible, for the injured part is the first necessity for the cure; but if the pain be very severe, sponging with water as hot as can be borne may be applied. This will generally relieve the pain, and, although it



ENABLING THE CREW OF A WRECKED SUBMARINE TO ASCEND FROM A DEPTH OF 200 FEET: THE DRÄGER DIVER-SALVAGE OUTFIT IN USE—SHOWING MEN RISING TO THE SURFACE BY THE CABLE OF THE EMERGING BUOY.

Photographs by Underwoods.



PUT ON LIKE A WAISTCOAT AND READY FOR OPERATION IN A FEW SECONDS: THE DRÄGER DIVER-SALVAGE OUTFIT SEEN FROM BEHIND—SHOWING THE BREATHING-BAG CARRIED ON THE BACK.

a skilled *masseur* can be obtained. An indiarubber bandage gently constricting the seat of injury should be worn during exercise. This ought to complete the cure in two or three weeks in simple cases; but it should again be said that in any but these, as, for instance, where a muscle is completely ruptured, as is shown by the curling-up of the tendon lower down the limb, medical aid should at once be sought. If not, the patient is likely to pay for his carelessness with a permanently injured limb. As for the prevention which is better than cure, there is this much to be said. In those no longer in their first youth, one of the most frequent causes of sprains is a slight and often unsuspected rheumatic adhesion, which prevents the muscle or ligament from showing its usual elasticity, and thus makes it tear on full extension. A rheumatic twinge is often felt at the beginning of a holiday, and doubtless comes from the shifting of uric acid deposits consequent on the change of air or diet. This should be taken as a warning that a strain of the particular limb or muscle is likely to have awkward results, and all sudden or violent extensions of it should be, as far as possible, avoided.—F.L.

WON WITHOUT MILITANCY: VOTES FOR WOMEN IN FINLAND.



POSSESSING THAT FOR WHICH MANY OF HER SISTERS ARE FIGHTING IN GREAT BRITAIN: A FINNISH WOMAN VOTING
AT A PARLIAMENTARY ELECTION IN FINLAND.

"The Grand-Duchy of Finland, ceded to the Emperor of Russia by the Treaty of Fredrikshamn, September 17, 1809, has preserved, by special grant of Alexander I. (renewed by his successors), the Swedish Constitution, dating from the year 1772, reformed in 1789, slightly modified in 1869 and 1882, and reformed in 1906." We quote "The Statesman's Year-Book." "The national Parliament, which formerly consisted of four estates—the nobles, the clergy, the burghers, and the peasants—now consists of one Chamber of 200 members chosen by direct and proportional election,

in which all who are entitled to vote have an equal vote. The suffrage is possessed with the usual exceptions, by every Finnish citizen (man or woman) who has reached his or her twenty-fourth year." The Finnish woman, says the writer who supplied this photograph, did not gain her right to vote by militancy or agitation in any violent form, but by reason of the recognition both of her abilities and of her social station. She has had the vote since 1905. Opponents of militancy may reasonably infer that Woman Suffrage would probably come sooner here without the efforts of certain ladies.

LADIES' PAGE.

OWING to the complaint of one of the most popular of living novelists that his new novel is excluded from the libraries, the general public has been made aware that during the last few years an unofficial censorship has been established over our literature by a combination of the four largest circulating libraries. These libraries have appointed a small committee to read all the new books, and if those three or four persons choose to report that a particular work is not suited for a young girl's perusal, all the libraries engage with one another not to display it on their shelves, and not to sell it over their counters; they reserve the right, indeed, to supply it on loan to any subscriber specially asking for it, but as far as they are concerned, readers shall not become aware that the book exists. The libraries, of course, approach the matter simply from the tradesman's point of view. They believe that it is more profitable to them to meet the wishes of those people who hold that everything in art and literature should be whittled down to the standard of what nobody can object to putting before a sheltered girl in her teens, rather than it is to have an open field for everything not positively and intentionally indecent, leaving the task of making a selection for youthful readers to the parents who object to girls becoming acquainted with the facts of life. In this view of their interests, commercially considered, the library proprietors may be correct. If not, it is their subscribers alone who can convince them to the contrary.

But in the interests of older readers, and of our literature, it is surely injurious for such a barrier to be established between authors and the public. The advantages that the libraries refuse to any writer who does not pass this secret censorship are very real. The refusal of the display of a new book on the counters and shelves of all the branches of those libraries, and of its inclusion later on in their catalogues of second-hand books for sale, may affect quite disastrously the prospects of the author who is not already well known. It may, indeed certainly will, prevent the continuance in the literary field of many who, if not thus checked and injured at the outset, would have proved precious contributors to the ever-flowing stream of our literature. The censorship must be arbitrary; and to pick and choose as to which writer has chosen the right way of presenting life for girls is likely to bring our literature to a very tame level indeed. Probably "Adam Bede" would have been suppressed because of its subject Jane Austen, often spoken of as a "missish" writer, is in fact nothing of the kind, and were she publishing now her works would presumably be banned for such incidents as the events by which Darcy sets himself right in the mind of Elizabeth Bennet, and the calm revelation of the origin of Emma's protégée, Harriet. I have read two modern novels that have come under this disastrous library ban, and I aver that they were no more "improper" than the works that I have just mentioned. I have also recently seen a "reader's" report on the MS. of a novel to the publisher who was considering its acceptance,



A DINNER DRESS FOR A COUNTRY HOUSE.
A simple frock in white *crêpe charmeuse*, with basque and other
paraments of fine lace, and black satin waistbelt

in which the observation was made that "it might distress" a certain library proprietor, as a reason for its rejection; so that strong and true work will be refused publication under this new censorship. And, after all, it is very arguable whether it is necessary or wise to select books for girls at all; whether they may not safely and even advisably be allowed to plunge into the mid-stream of literature, confident that pure minds will throw off deliberate dirt, or revolt against it, and that if they are not to live always under protection, they had better know betimes where are the whirlpools and the hidden snags.

The cry of the motorist is heard in the land, complaining of the British country inn. The everlasting recurrence of cold luncheon is contrasted with the dainty *déjeuner* always ready at the proper hour in the French hotel. This is not invariably a true statement of the case, but certainly it is frequently so and one reason for it is the very prevalent French custom of inhabitants of a town taking their meals regularly at the local hotels. While we talk at intervals of co-operative housekeeping, the practical French people have gone thus far towards arranging it. Men of business, and married couples who have no children to get meals for, very frequently keep no cook, but instead they contract with an hotel for the two chief meals of the day, the noon *déjeuner* and the seven o'clock dinner, either having their portions sent, in cleverly designed covered trays, to consume in their own homes, or going in to the *table d'hôte* at the hotel. The host having these regular customers, with whom he has contracted at a moderate monthly fixed sum, prepares for them every day a comfortable meal at the proper hour, and so casual guests passing through the town find it ready for them to share. Obviously, as we have no such custom, we cannot reasonably anticipate finding a complete hot meal all ready when we drop in at any country hotel without sending previous notice.

It might not be amiss if we took a leaf from the book of our neighbours in respect to dining-out by contract—saving both time and trouble—the wages of cooks, the cost of many fires in individual cooking-stoves, and the difficulty and waste of catering for one or two persons. This is really, so far as it goes, a more practical form of "co-operative housekeeping" than is a number of families actually living all together. In this latter case, it seems, when people have fixed themselves by bringing their own furniture into a flat taken for a settled period, where they are to be catered for and given all other domestic service by the managers of the house, there is usually great cause to complain both of the catering and the table and service. If the Frenchman finds his meals unsatisfactory, he changes without difficulty at the end of his quarter to another hotel. The hotel-caterer, on the other hand, knowing for how many he has to provide, can serve excellent repasts far more cheaply than can be done at a restaurant or a club, where provision has to be made for many, though only a few may arrive.

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"Britain's Best Babies"

Particulars of the Competition.

164,800 babies competed. The Competition opened on Nov. 18th, 1912, and closed on March 8th, 1913. England, Ireland, Scotland and Wales were separated into nine divisions. Five babies were chosen from each division as the best in that area.

Only babies resident in the United Kingdom, and between the ages of twelve months and two years, were eligible. Each baby was examined by a medical man, who gave a signed certificate. The final examination was made in London by three eminent Physicians.

The first prize and title of "Britain's Best Baby" were awarded to the son of Mr. and Mrs. Blake, of Ashleigh, Ludlow, Salop, who was fed on the "Allenburys" Foods.

Two of the second prizes and one fourth prize were also secured by "Allenburys" babies.

The above mentioned Competition was promoted and carried out by the proprietors of the "Daily Sketch" Newspaper. The Competition was entirely independent in character.



BABY BLAKE, WINNER OF THE FIRST PRIZE, AND AWARDED THE TITLE, "BRITAIN'S BEST BABY."

Parents Remarks.

Mother of the 1st Prize Winner writes:

"He did splendidly on it (the 'Allenburys' Foods). Cut his teeth without any trouble and to time. Had very good nights, and has always been a most contented child."

Mother of one of the eight 2nd Prize Winners (Baby Clout) writes:

"She was brought up on your foods in rotation, and looks well and healthy. During the whole time the child always seemed satisfactory."

Mother of another 2nd Prize Winner (Baby Shrimpton) writes:

"He was from birth brought up exclusively upon Allen & Hanburys Foods, which suited him from the first. He has always been a bright, healthy child and a regular boy. He is a fine, living example of the good properties of your food."

Father of the 4th Prize Winner (Baby Desborough) writes:

"She was entirely fed on your Foods and Rusks. At the time of taking the photograph she was 1 year 9 months old; height 2 ft. 11 in.; weight 2 st. 10 lbs., with a chest measurement of 22 in."

The National Physical Welfare £1,000 Competition



BABY CLOUT, WINNER OF ONE OF THE EIGHT SECOND PRIZES.



BABY DESBOROUGH, WINNER OF THE FOURTH PRIZE.



BABY SHRIMPTON, WINNER OF ONE OF THE EIGHT SECOND PRIZES.

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ART NOTES.

NEW English names are found on the last manifesto issued from the Milanese headquarters of the Futurists. In a list of the things and persons to be derided and spurned by all advanced young men we find Orford, Shakespeare, Walt Whitman, and such general headings as Scientists, Essayists, Museums, Ruins and Good Taste. Florence, too, is wiped out in one word, along with Egypt and Bayreuth. These and a hundred others are thrown together under a heading which is rather worse than the insult of spitting in a man's face, and which is impossible to render in respectable English. Below is another list, in larger type, of persons approved at headquarters. It runs: Marinetti, Picasso, Boccioni, Apollinaire, Buzzi, R. Fry, Cavacchioli, Picabia, Giannattasio, and so on, with a conciliatory "etcetera" at the end. The names, mostly Italian, have the full-bodied sound of rare vintages; but one has only to read the manifesto to the end to know how sour are the opinions

for which they stand. Mr. Fry is in queer company. His own beloved Florence comes tumbling down about his ears as he sits among the Anti-traditionists.

One useful and admirable principle underlies the blasphemy of the manifesto. "It is so common to be dead, so rare to be alive," says the modern poet. That would seem to be the thought behind all Futuristic literature, although instead of saying, mildly, that it is common to be dead, the Futurists imply that it is disgraceful and ridiculous. If Walt Whitman were alive he would surely be hailed "Master" in Milan; being dead, he is derided. The "lie gently, earth," of the Elizabethans is turned, by Marinetti and his people, into every conceivable phrase for mud-throwing. Any list of the great men of the past would do equally well as a mark for Milanese contempt. Shakespeare, Dante, Tolstoy, Goethe, Wagner, and Walt Whitman are, one must suppose, taken quite at random. They are all dead. Only two contemporary names figure in the Black List: "Les frères siamois D'Annunzio et Rostand."

No half-measures are observed in the manifesto. The holiness of Liberty is shrieked from every page. Then why these lists? Why is this thing declared anathema, and that thing called blessed? Why must Mr. Roger Fry be perched upon the ruins of Florence; or, rather, sit still under the ruinous condemnations issued at headquarters? The Vatican has never issued decrees so sweeping. Marinetti is already a Pope; his bulls, to the number of fourteen, may be had for one franc. The new freedom means expenditure to that extent, and obedience, until Antipope appears. Why not in the person of Mr. Roger Fry? The Omega Workshops in Fitzroy Square could manufacture a most desirable tiara.

Pending its removal to the new wing in Montagu Place, the exhibition

of drawings at the British Museum has been withdrawn, and the students' room will be closed after Sept. 6. Some more direct connection between the students' room, with its multitudinous portfolios, and the exhibition rooms has always been desirable, and will probably be effected in the new wing. But more



EMBERS OF ALL HUMAN DESIRES DESIRED AS A STIMULANT TO CROPS: JAPANESE FARMERS CROWDING ROUND AT A GOMA SERVICE TO GET EMBERS OR ASHES FROM THE FIRE.



PRAYING TO ACALANATHA TO CONSUME ALL HUMAN DESIRES BY FIRE: A GOMA RITE IN JAPAN—THE PRIEST ENTERING THE SACRED ENCLOSURE UNDER A PAPER UMBRELLA.

A curious rite is held annually in July, in the Segitera Temple in the province of Ise, Japan, dedicated to the worship of Acalanatha, the faithful servant of Buddha. The rite is known as a "goma" (a corruption of Sanskrit "homa"), or "burning." Buddha taught that the cause of suffering is desire, and therefore the priests of the Shingon, a Japanese sect of Buddhism, kindle a fire to consume all human desires, at the same time offering prayers to Acalanatha. In one matter the rite may be said to defeat its own ends, for it attracts a crowd of farmers full of desire to obtain embers or ashes from the fire which is supposed to have consumed all desires. The tradition is that the possession of an ember or ashes from the sacred fire ensures a farmer good crops the next autumn.

important than this is the new scope to be given for the showing of important drawings by great masters. To pass a barrier, brave the silence of a roomful of experts, sign a book, fill in a form, and send an official rummaging among portfolios, before gaining access to a Michelangelo or a Millet were, to say the least, discouraging processes. Without some ample pretext, one never dared go through them more than once a week. To do so merely to satisfy a roving appreciation of fine draughtsmanship never seemed quite legitimate. Some system of slots and shelving, by which a few drawings by any of the masters might be seen on application to a minor official, would relieve the students' room of much unnecessary labour. In the meantime, Mr. Campbell Dodgson announces the acquisition of two Leonardo drawings, bought for the Museum last May in a sale at which they were catalogued as the work of Cesare da Sesto. We must accept the duly considered attribution of the Museum authorities. Without it we should have left one, at least, of the drawings to the credit of a minor and later draughtsman.

E. M.

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NEW NOVELS.

"The Inside of the Cup" is a serious contribution to the long list of "problem" novels. Mr. Winston Churchill, forsaking his historical and his political matter, has turned his attention to what may be called the running sore of the modern Churches—the discrepancy between the gospel of love and brotherhood and the materialism of a prosperous and ostensibly Christian civilisation. He might have taken Lowell's "Parable"

the church, while his name was a synonym for ruin and disaster among the small investors who had followed him blindly to their destruction. He cleansed, in fact, the outside of the cup with his benefactions, but the inside remained defiled. Hodder, the rector who awoke to a poignant knowledge of his own insecure foothold on obsolete dogma, made the sudden discovery that we live by the Spirit only. Is there, however, anything new in this? It is a little hard to know why Mr. Hodder's congregation was so startled. Mr. Churchill indicates that the man had a strong personality, which ought, perhaps, to explain

happens to be one of them. It is curious to find Mr. Algernon Blackwood and Mr. Maurice Hewlett making simultaneous excursions into fairyland. Mr. Hewlett's book reviewed not long ago in these columns was analytical; Mr. Blackwood is a participator in the starry revels of his adventurers. They are alike in this essential: that they have both rediscovered for us the great fact of the existence of fairyland. It lies at our doors, not less magical, not less potent, than when we wore socks and pinafores. A City financier may take the Starlight Express and find himself entangled in the Net of Stars that



Photo, W. G. W.

BACK IN THE CITY WHICH, IT HAS BEEN SAID, WILL ONLY REVERT TO THE BULGARIANS OVER THE BODIES OF 200,000 TURKS: TWO OF THE SULTAN'S SONS, WITH ENVER BEY AND OTHER TURKISH LEADERS, AT A REVIEW OF OTTOMAN TROOPS IN ADRIANOPLE.

"Adrianople will only pass again into the hands of the Bulgarians," wrote Mr. E. Ashmead-Bartlett in a message to the "Daily Telegraph" recently, "over the bodies of 200,000 picked Turkish troops. . . . The Bulgarians have absolutely no moral right to Adrianople. They took it by assault, and were entitled to keep it by force of arms, which they have failed to do. . . . To hand back Adrianople and the

Mohammedan population of Thrace to the tender mercies of the Bulgarians would be a crime against humanity." Later reports have suggested that Turkey might renew the war with Bulgaria. The front figures in the photograph (from left to right) are: the Crown Prince of Turkey, Prince Djemal Eddin, Izzet Pasha (Generalissimo and Minister of War), Hurschid Pasha, and Enver Bey. Behind are a number of Staff officers.

for his motto—"With gates of silver and bars of gold, Ye have fenced my sheep from their Father's fold"—for his book is an indictment of a wealthy American congregation, barred from salvation by the origin of its own riches. Eldon Parr, the great financier, stands for a type of modern millionaire. He had made his money by crooked means, and yet he was the principal member of the Episcopalian Church of St. John. He gave liberally to

it. "The Inside of the Cup" is, in any case, a strong and moving book.

"A Prisoner in Fairyland."

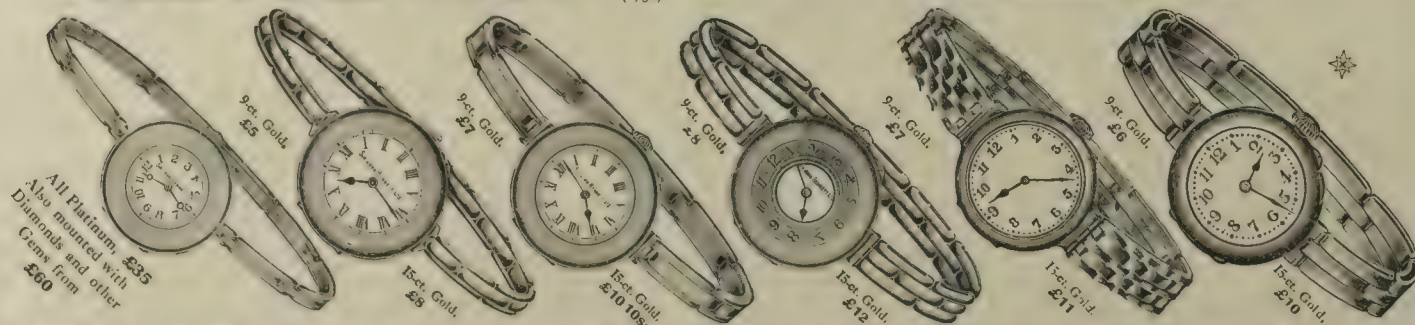
There are purblind people who will discover nothing in "A Prisoner in Fairyland" (Macmillan) but nonsense. It is nonsense; but there are some books of nonsense for which the world at large would gladly exchange much ponderous philosophy, and this, if we do not mistake,

is fastened with comet's nails to the big and little cedars. To him the Guard may cry as of old, "Take your seats! No luggage allowed! Animals free! Passengers with special tickets may drive the engine in their turn!" In the last sentence, indeed, there is the very spirit of the land of childish dreams, which the man with the child's heart has still at the other end of his latch-key. Mr. Blackwood indicates the keyhole, and all are welcome.

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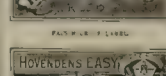
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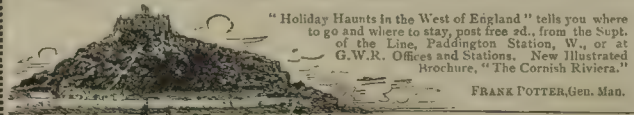


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No. 5.—When he makes a business call.

WILLS AND BEQUESTS.

THE will (dated June 3, 1900) of Mrs. MARION PENDER SMART, of Bredbury, Mount Ephraim, Tunbridge Wells, wife of Mr. Francis Gray Smart, who died on March 29, is proved by her nephews, Thomas J. G. Duncanson and Edward Ford Duncanson, the value of the real and personal estate being £698,419. The testatrix gives to her husband the use of the Bredbury property and the household effects, and £20,000 in loving remembrance, wishing he will use it for making further provision for the Dr. Smart Homes; £50,000 to Edward F. Duncanson; £12,000 in trust for Mary E. Duncanson; £10,000 each in trust for Christina Marian Duncanson, Madeline Forrester Thomas, and Violet Ellen Duncanson; £6000 each in trust for Francis W. F. Thomas and Margaret E. M. Duncanson; £5000 each in trust for Edward W. Thomas, Geoffrey W. Thomas, and the eldest son of Thomas J. G. Duncanson; £12,000 to the Tunbridge Wells Homœopathic Hospital; £5000 to the London Homœopathic Hospital; £2000 each to the British and Foreign Bible Society, the National Lifeboat Society, the United Kingdom Beneficent Society, and the Bible-Women's Domestic Mission; £1000 each to the Hospital for Diseases of the Throat, St. Mark's Hospital (City Road), the Phillips Memorial Hospital (Bromley), London City Mission, the Seaford Convalescent Hospital, the Dental Hospital, the

Wells, and the Mildmay Conference Hall; £500 each to the Zenana Bible and Medical Mission, the Mission to Deep Sea Fishermen, and the Eye and Ear Hospital, Tunbridge Wells; and many other legacies. The residue of the property she leaves to her nephew Thomas J. G. Duncanson.

The will and codicil of Mr. WILLIAM HERDMAN ASH, of 7, Sloane Street, and 24, Coleman Street, City, who

value of the property being £89,890. She gave £100 each to the executors, £200 to her cook, and the residue to her nephews and nieces.

The will (dated Jan. 31, 1905) of Mr. ROWLAND PONSOMBY BLENNERHASSETT, K.C., of 52, Hans Place, S.W., and Kells, Kerry, who died on April 7, is proved by his wife, to whom everything is left, the value thereof being £29,336.

The following important wills have been proved—

Mr. Benjamin Evans, Llanfair Grange, Llandoverly, Carmarthen	£123,427
Mr. Charles Wright, Brookfield, Sunderland, solicitor	£59,145
Mr. James Garnett, Waddow Hall, Waddington, York	£56,657

At the Exhibition in connection with the seventeenth meeting of the International Congress of Medicine, the Konuk Company was awarded a gold medal for their Sanitary Polishes and appliances.

Mr. A. J. Anderson has been well advised to reissue his fascinating and stimulating book, "The A B C of Artistic Photography" (Stanley Paul and Co.), the original edition of which was received with such general commendation three years ago, as being in many ways the ablest and best-reasoned attempt made to establish the claims of photography to a place among the



SUNK BY ORDER OF THEIR OWN GOVERNMENT: THE BULGARIAN FLOTILLA IN THE DANUBE AT RUSTCHUK.

Our Correspondent who sends these photographs, a ship's captain at Dimasakso, Hungary, writes: "The Bulgarian Danube fleet of war was sunk on July 15 at five in the afternoon by telegraphic order of the Bulgarian Ministry of War at Rustchuk, the Danube harbour. There were sunk three steamers, four steam-launches, three transport and two torpedo-vessels." Rustchuk is within fifty miles of the Roumanian capital, Bucharest, and over 150 miles from Sofia, the Bulgarian capital. At that time, it will be remembered, the Roumanian troops were advancing into Bulgaria. They crossed the Danube at Rahova, and on July 15 reached Vratza, some forty miles from Sofia.

died on July 10, are proved, and the value of the property sworn at £134,600. The testator gives £1000 to his wife; the income from £5000 to his mother; £8000 in trust for his sister Georgina Mary Elizabeth Kirker for life, and then for her daughter Noel; £2000 on various trusts for each of his half-sisters Ethel Sanderson Crozier and Clara Montgomery Crozier; and £1000 each to his sister Mrs. Archibald Montgomery Kirker, his half-sisters, Mrs. William Crozier Smith and Mrs. Annie Crozier Kidd, and his half-brothers Henry M. Crozier, John A. Crozier, and Bryce W. S. Crozier. All other his property he leaves to his wife for life and then for his children.

The will of Miss JANET GEDDES, of 1, Lord Street, Southport, who died on May 23, is proved by Arthur Geddes, John P. Gamm, and Richard George Sykes, the



TO PREVENT CAPTURE BY THE ROUMANIANS? THE BULGARIAN WAR-SHIP "ALEXANDER" SUNK IN THE DANUBE.

Convalescent Home (Beechfield, Worthing), the Hospital for Incurables (Putney), the London Medical Mission, the Church Missionary Society, the General Hospital (Tunbridge



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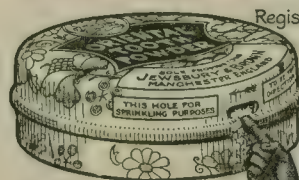
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I WAS deeply humiliated by a growth of superfluous hair on my face, neck, and arms, which seemed to steadily increase and become more hideous as I grew older. I tried many advertised remedies, but found to my sorrow that if they removed the hair at all it was for a short time only, and the hairs soon reappeared, stronger and thicker than ever. Even the electric needle was tried upon my skin, and I endured a great deal of pain from its use, but simply met with disappointment. I then resorted to pulling the hairs out by the roots, only to find that several new hairs appeared for every one I pulled. I had spent so much time and money on these various methods that I was in despair and almost ready to give up, thinking that I must suffer for ever from this terrible affliction. It was then that I learned by chance of a plan by which the ladies of Ancient Rome had rid themselves for ever of superfluous hair. With this idea in mind, I began a series of careful experiments in an effort to wrest this hidden secret from the past. At last my efforts were crowned with success, for I discovered a means entirely different from anything I had ever before seen. I used it on my own skin, and it quickly removed all of my superfluous hair without the slightest vestige of pain or discomfort. I was delighted; but feared that some sign of the hair might return. After a few weeks had passed I noticed that my skin still remained clear, soft, and white, and as the months slipped by, and not the slightest trace of the hated superfluous hair



Stop pulling out hair. It hurts terribly, and two new hairs will grow for every one you pull.

returned, I realised that I had truly made a most marvellous discovery. The wonderful transformation in my appearance caused comment among my friends, and they thought that a veritable miracle had been wrought. When I divulged to them the secret I had discovered, they tried the same method on their own skins, with equally effective and permanent results. They told me that in guarding this secret I was withholding a great boon from womankind, and urged that I should tell others, so that all afflicted women might benefit by my discovery. One of the most eminent chemists of Paris examined the treatment and gave it the highest endorsement. Madame M. Suchard, Chevaigneparc-Javron, Mayenne, used this method some time ago, and now says: "Your treatment is marvellous, because it is permanent. My skin has remained smooth and white, without a shade of superfluous hair." I have never known this remarkable process to fail, but you can judge for yourself of its seemingly miraculous power. I will gladly send further particulars

under plain sealed envelope, absolutely free, to any lady afflicted with superfluous hair on her face, neck, arms or body, but the demands on my time are so great that this offer is limited to ten days only. Simply address, Kathryn B. Firmin (Dept. 1209M), 133, Oxford Street, London, W., enclosing a penny stamp for postage, and you will receive this valuable information by return of post.

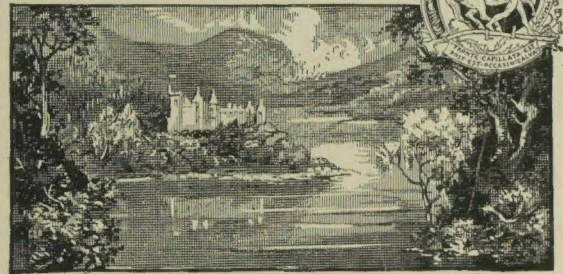
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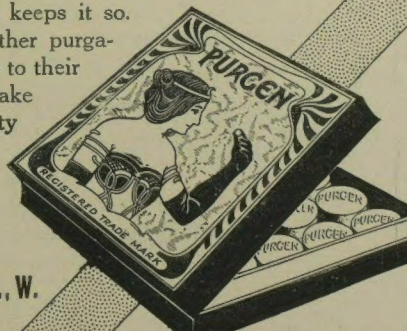
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THE CHRONICLE OF THE CAR.

The Control of London's Traffic. At last the Select Committee of the House of Commons, appointed to investigate the matter of street accidents and to recommend remedial legislation, has finished its work and made its Report to Parliament. I cannot see that this report takes us much, if any, farther than that of the Royal Commission on Motor Traffic which reported eight years ago. In the main, the views of the Royal Commission and of the Select Committee are the same—that it is essential that there should be some one body responsible for the control of the Metropolitan street traffic. It did not need all the waste of time and effort to get us as far as this conclusion, since it is precisely the point upon which everyone has been agreed for years. In reading the Committee's Report, it strikes me that the same error has been made as is committed by all those who approach the matter of traffic control from the standpoint that the increased congestion and the greater number of accidents are due to the advent of the motor vehicle, and

that if only the motor traffic could be regulated, or even suppressed, all would be well. We read much in the Report of special speed-limits and the reduction of the number of public-service vehicles in particular localities, but nowhere do we find any recognition of the incontrovertible fact that to attempt piecemeal regulation of the traffic is simply to make for greater confusion. This great problem of London's traffic and its resultant fatalities can only be dealt with successfully if the bull is taken boldly by the horns. It is no use pretending that things can be made safer by tinkering with a phase of the question. Tackle the problem as one great whole and success may follow, but not otherwise.

One most important deduction in this matter the Committee appears to have failed to make. We find that in the City area the number of accidents due to motor traffic actually shows a reduction in the last twelve months. Now, the Committee does not appear to have any very definite views of its own as to the why and wherefore of this, merely contenting itself with recording that the City Solicitor believes

that if the same statutory authority possessed by the Corporation were conferred outside the City much might be done to get over existing difficulties. It would have been useful if the Committee had endorsed this view. It must be patent to every observer that the City Police handle the traffic much more efficiently than their confrères of the Metropolitan Force. All traffic in the City is compelled properly to observe the rule of the road, all slow-moving vehicles being forced to keep well in to the left-hand side of the road, leaving the centre clear for faster traffic. The consequence is that one prolific source of danger is eliminated, since there is no cutting-in of fast vehicles between slow traffic and the kerb. The moral of this is that if the police insist on close observance of the rule of the road, the danger from vehicular traffic is reduced, irrespective of speed—which, by itself, is not necessarily dangerous. Further, it is possible to argue from the conditions in the City that it is not repressive regulation of one form of traffic which is necessary, but

sensible regulation of the whole. That brings us to the point of considering what the term "whole" means in this case. For my own part, I contend that it means precisely what it says, and that the whole includes

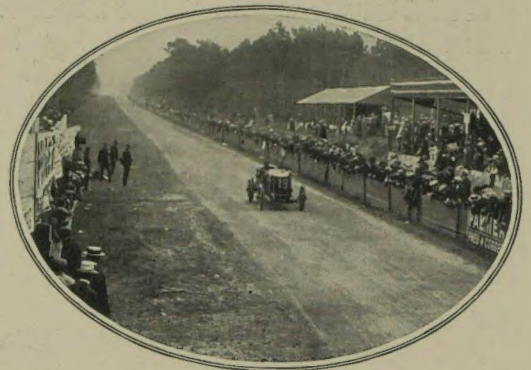


Photo. Meurisse.

A TRIUMPH FOR DELAGE CARS AND CONTINENTAL TYRES: GUYOT, SECOND IN THE GRAND PRIX DE FRANCE, PHOTOGRAPHED DURING THE RACE.

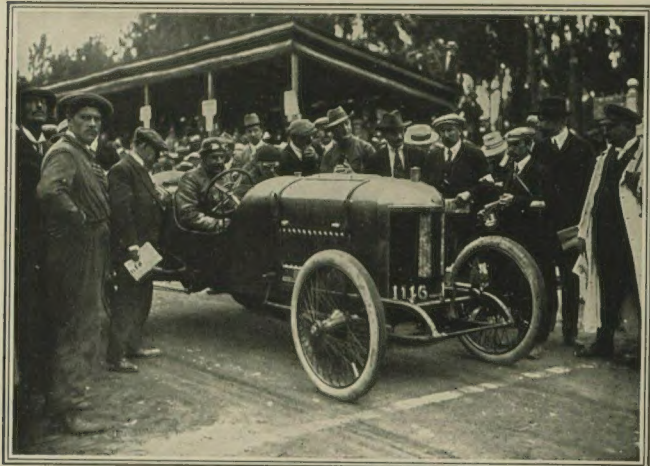


Photo. Meurisse.

A TRIUMPH FOR DELAGE CARS AND CONTINENTAL TYRES: BABLOT ON THE CAR ON WHICH HE WON THE GRAND PRIX DE FRANCE.

The Grand Prix Motor Race promoted by the Sarthe Automobile Club resulted in a triumph for Delage cars, which took the first two places. Bablot, the winner, covered the 335½ miles at an average speed of nearly 77 miles an hour, a record for long-distance road-racing. One lap he did at 85 miles an hour, also a record. His time was 4 h. 21 min. 50 sec. Guyot was second with 4 h. 26 min. 30 sec. Both cars were fitted with Continental tyres. The chief points in the course were Le Mans, Ecommoy, and the fork near Le Grand Luce.

every form of traffic, pedestrian as well as vehicular. This, again, the Committee appears to ignore, since nowhere in the Report do we find any reference to regulation of pedestrian traffic. It appears to be assumed that all that is necessary to make the streets as safe as the middle of a ten-acre field is to "regulate" the motor traffic. After all, there is really no need to elaborate the argument I have put forward, since it is conveyed by the single word whose meaning I have discussed. Briefly, it is impossible to secure the safety of the streets by nibbling at traffic regulation. It is no use imposing vexatious speed-limits on fast traffic so long as slow-moving horsed vehicles are allowed to wander all over the road at their own sweet will, compelling faster vehicles to break the rule of the road in order to get through. Apply City rules and methods throughout the Metropolitan area, and conditions will automatically become safer. But we must go farther than that, and educate the pedestrian to regard himself as a part of the street traffic, having responsibilities to other units, as well as those others being responsible to him.

Self-Starters and a Car.

I believe the time will come, and that shortly, when no one will think of buying a car with anything but the smallest motor which is not equipped with an engine-starting device of some kind. Certainly no one who has once tasted the joys of a really reliable engine-starter—

(Continued overleaf.)

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GRAND PRIX de FRANCE

Automobile Club de la Sarthe, August 5th, 1913.

WINNER	Bablot (Delage)	- on	CONTINENTALS
2nd	Guyot (Delage)	- on	CONTINENTALS
3rd	Pilette (Mercedes)	- on	CONTINENTALS
4th	Salzer (Mercedes)	- on	CONTINENTALS

5th	Duray (Delage)	- - - on	CONTINENTALS
6th	Lautenschlager (Mercedes)	- on	CONTINENTALS
7th	Thomas (Schneider)	- - on	CONTINENTALS
8th	Elkamp (Mercedes)	- - on	CONTINENTALS

The winner's speed of nearly 77 miles per hour for the course of 335½ miles is a **World's Record** for long-distance road-racing, and he also made the fastest circuit at the terrific speed of 85 miles per hour—another record.

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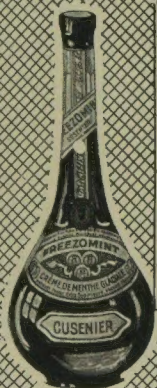
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Continued.
the conventional name is "self-starter," but I like the other term best—would go back to a car in which cranking by hand is the method of starting-up.

A week or two ago I had a Cadillac car all to myself for the week-end. This is one of the very best of American cars as we know them over here. It is one that has been with us for years—ten of them, to be exact—and has attained to a considerable vogue by sheer force of intrinsic merit. Certainly I want nothing better than this really fine car, which has every attribute of the best of motor-vehicles so far as its running and control are concerned, plus a very considerable advantage in its electric system, which provides for the starting of the engine, its ignition while running, and the lighting of the car during the hours of darkness. This Cadillac has a big engine— $\frac{1}{2}$ in. bore by 5½ in. stroke—and to swing over such a motor by hand, when the compression is good, is not the sort of thing one wants to do by way of entertainment. But with the Cadillac, one does not have to worry about this. You climb up into the driving-seat, adjust the control-levers, press a button, push forward the clutch-pedal, and away goes the engine. Then, all the time your engine is running it is charging the battery which supplies current for starting and lighting, so that you have literally nothing to worry about so far as these matters are concerned. You do not even have to look after a charging-switch—it is all done automatically and properly. The Cadillac, as I knew it before the Delco engine-starter became a standard



A MOTORIST'S WEDDING-PRESENT: A SILVER MODEL OF THE NEW SIZAIRE-BERWICK CHASSIS.

This silver model of the new Sizaire-Berwick chassis was presented by the Directors and Staff of Messrs. F. W. Berwick and Co., Ltd., to Mr. Alexander Keiller, of Mervin, on his marriage recently. The model was made by Messrs. Elkington and Co., of London.

fitment, was a very fine car. Now, since the addition of this vital accessory, it is as near to perfection as we have got in these days. W. WHITTALL.

It should be noted that the last of the cheap summer excursions inaugurated this year by the Paris, Lyons, and Mediterranean Railway will leave London for Auvergne, Dauphiny, Savoy, Provence, and Corsica, on Aug. 30.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

KING'S ROOK (Camberwell).—There is nothing to prevent the capture except the immediate loss of the game by White after Kt to B 6th (ch).

J GREEN (Boulogne).—We have forwarded your letter, and must leave matters there.

H F SEYMOUR (Huddersfield).—Glad to know our suggestion was serviceable.

J CHURCHER (Southampton).—There was nothing to be cast down about. Homer nods sometimes.

H J M.—We are sorry the last contribution is wrong. The Queen can play for first move either to B 5th or Kt 6th or R 7th. Something omitted from Cragran, surely.

CORRECT SOLUTION OF PROBLEM No. 3603 received from L S Jarvis (Claremont, Western Australia); of No. 3606 from C A M (Penang); of No. 3608 from W N K (New York); J Samuels (Brooklyn, U.S.A.), and R Tidmarsh (Vernon, B.C.); of No. 3609 from R B Cooke (Madison, Wis., U.S.A.), J Samuels, A V Markwell (Cavalla, Macedonia), J S R (Lincoln's Inn), and W N K; of No. 3610 from F R Pickering (Forest Hill), J Verrall (Rodd-mell), R J Lonsdale (New Brighton), and J Gamble (Lorne, Co. Down); of No. 3611 from J Gamble and D Price (Taylorstown).

CORRECT SOLUTIONS OF PROBLEM No. 3612 received from Julia Short (Exeter), J Gamble, G Stillingfleet Johnson (Seaford), J Green (Boulogne), H J M, J Cohn (Berlin), L Schlu (Vienna), J Fowler, J Smart, Rev. J Christie (Redditch), H Grasset Baldwin (Edinburgh), C A P, J Isaacson (Liverpool), Captain Challice (Great Yarmouth), W C D Smith (Northampton), Blakeley (Norwich), F W Young (Shaftesbury), E J Winterwood (Paignton), W Little (Marple), H F Deakin (Fulwood), J Deering (Cahara), A Kenworthy (Hastings), J Willcock (Shrewsbury), A Perry (Dublin), R Woters (Canterbury), A W Hamilton Gell (Exeter), F G Bishop (Croydon), H F Seymour, and Dorothy P.

CHESS IN HOLLAND.

Game played in the International Tournament at Scheveningen, between Messrs. ENGLUND and JANOWSKY.

(Danish Gambit.)

WHITE (Mr. E.)	BLACK (Mr. J.)
1. P to K 4th	1. K to K 4th
2. P to Q 4th	2. P takes P
3. P to Q B 3rd	3. P to Q 6th

We prefer P to Q 4th, for although the text move is somewhat favoured at present, White gains nothing in time or development by it.

4. Kt to B 3rd	4. B to B 4th
5. B to Kt 5th	5. Kt to K B 3rd
6. B takes P	

If P to K 5th, Kt to K 5th seems a sufficient reply, as is also B takes P (ch), followed by Kt to K 5th (ch).

6. P to Q 3rd	
7. Q Kt to Q 2nd	7. Kt to B 3rd
8. P to Q Kt 4th	8. B to Kt 3rd
9. P to Q R 4th	9. P to Q R 3rd
10. Kt to B 4th	10. B to Kt 5th

The bringing of the Queen's Bishop into play is perhaps worth the broken Pawn position. White must now accept, but its game at present looks none too rosy.

WHITE (Mr. E.)	BLACK (Mr. J.)
11. Kt takes B	11. P takes Kt
12. B to K 2nd	12. P to R 3rd
13. B takes Kt	13. Q takes B
14. Q R to B sq	14. Castles
15. Castles	15. K R to K sq
16. Q to Q 5th	16. Q to B 5th
17. P to Kt 5th	17. P takes P
18. P takes P	18. Kt to R 4th
19. Q R to K sq	

We cannot see why K R to K sq should not have been played. White here goes rapidly to pieces.

19. Q R to B sq	
20. P to R 3rd	20. B takes Kt
21. B takes B	21. R takes B P
22. R to Q sq	22. R to K 4th

The end is brought about in Black's finest style, and every chess-player knows how much that means.

23. Q takes P	23. R takes B
24. Q takes Kt P	24. R takes R P

White resigns.

SOLUTION OF PROBLEM No. 3611.—By G. STILLINGFLEET JOHNSON.

WHITE.

1. R to R 5th
2. Kt to K 6th
3. R takes Kt (mate).

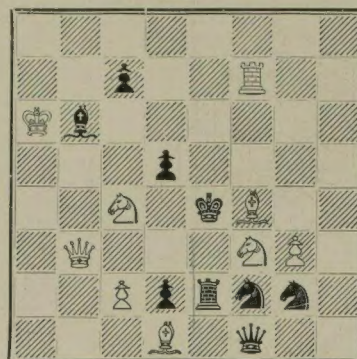
BLACK.

P takes P
K takes Kt

If Black play 1. P to B 5th, 2. Kt to K 6th; if 1. B to K 3rd, 2. Kt takes B; if 1. Kt to Q 6th, 2. Q to Kt 7th (ch); if 1. Kt to B 3rd, 2. Kt to B 7th (dis. ch); and if 1. Kt to B 2nd, then 2. Kt takes Kt (dis. ch), etc.

PROBLEM No. 3614.—By A. M. SPARKE.

BLACK.



WHITE.

White to play, and mate in two moves.

With regard to the new Continental service leaving Charing Cross every week-day at 4.30 p.m. for Paris and Bâle, it may be mentioned that the steamer running in connection with this service leaves Dover immediately after the passengers and baggage have been embarked, and does not wait until 6.15 p.m.

With timely enterprise Messrs. Ward, Lock and Co. have just published new editions of certain of their popular illustrated guides, brought up to date, to the present year. "London," "Edinburgh," "The English Lake District," "Lynton and Lynmouth," "Folkestone and District," are those recently sent out, and the familiar red-bound pocket-sized volumes sent us fully maintain the standard of the series in all essentials. From the South American Press we have received also two South American Guides to London in Spanish—"Guía la Argentina de Londres" and "Guía Sud-Americana de Londres"; from Messrs. Walter Hill a very useful and interesting Directory of Country and Seaside Apartments—"The Holidays, 1913—Where to Stay and What to See"; and from the Canada Newspaper Company, "Canada To-day—1913."

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